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## CHICAGO.

DECEMBER FEATURES OF THE CHICAGO STOCK MARKET.—INTERESTING FACTS CONCERNING THE OPERATION OF WESTERN RAILROADS, EMPLOYEES, EARNINGS, ETC.—CHICAGO'S SHIPMENTS.—CONSTRUCTION ENTERPRISES, ETC., ETC.

[From our Chicago correspondent.]

CHICAGO, December 18, 1880.

The feature of the middle of December in financial circles was the diminished demand from the country, for currency, and consequent cessation of drafts by our local banks on New York. New York Exchange rising from 1 50 to 1 00 discount to par, the shipping of gold and currency to New York was anticipated. Clearings for the week ending December 11th were \$41,906,972, as compared with \$34,941,632 for corresponding week last year. Loans on call could be secured at 6 to 7 per cent, and 7 to 8 per cent on time, with slight concessions to A.L. customers, Sterling exchange had been in good supply, market dull and rates fluctuating. Actual rates on the 15th ranged at 4.81½ and 4.76½: Documentary bills weak at 4.75½ and 4.76½ for sterling; 5.32½ for francs. Antwerp and Havre; and 93 for marks.

Quotations on the Chicago Stock Board on the 15th were as follows:

Chicago, Mil. & St. Paul 7s, Dakota Extension	117½
Chic. Mil. & St. Paul 7s, Hastings & Dakota Div.	114
Chic. Mil. & St. Paul 6s, Chicago & Pacific Div.	105½
Chicago, St. Paul, Minn. & Omaha 6s	101
Chicago, & North Western 6s sinking fund	108½
Chicago, Burlington & Quincy 4s, 1919	90½
Chicago, Burlington & Quincy 5s	103½
Jacksonville & S. E 6s	99½
Wabash, St. Louis & Pacific 1st mort. 5s, C.D.	90½
Chicago, Burlington and Quincy stock	174
Chicago, Rock Island & Pacific stock	129
Chicago & Alton stock	138
Chicago & North Western common stock	122
Chicago & North Western preferred stock	139

The forthcoming report from the State Railroad Commissioners will be unusually interesting, comprising returns from 48 railroad companies doing business in Illinois. A brief summary shows: the Chicago, Milwaukee and St. Paul controls 3,000 miles, and employs 10,824 men; the Chicago, Burlington and Quincy has 1,573 miles, and employs 11,507 men; the Chicago and North Western has 2,024 miles and employs 8,457 men; the

Chicago, Rock Island and Pacific has 1,617 miles and employs 6,742 men; the Sycamore, Cortland and Chicago has 5 miles and employs 14 men. The number of employees on the other important lines is as follows: Wabash, St. Louis and Pacific, 8,064; Illinois Central, 3,777; Michigan Central, 5,052; Lake Shore and Michigan Southern, 9,292; Pittsburgh, Ft. Wayne and Chicago, 7,959; Pittsburgh, Cincinnati and St. Louis, 3,481; Ohio and Mississippi, 3,400; Chicago and Alton, 3,900.

The "Tribune" summarises fares paid by all classes of passengers at \$34,273,472, and freight charges at \$100,737,476. There were 217 persons killed and 706 injured during the year.

The total revenue received by the railroads doing business in Illinois during the years named has been as follows:

1876—Earnings, \$106,773,300 13; expenses, \$65,120,618 77; net earnings, \$41,698,011 26. Five roads reported a total deficit of \$43,329 89.

1877—Earnings, \$95,731,224 06; expenses, \$61,608,613 25; net earnings, \$34,317,040 20. Six roads reported a total deficit of \$194,429 39.

1878—Earnings, \$105,601,796 30; expenses, \$63,215,882 94; net earnings, \$42,391,525 09. One road reported a deficit of \$19,004 40.

1879—Earnings, \$109,877,864 40; expenses, \$62,920,042 27; net earnings, \$46,966,899 12. Three roads reported a total deficit of \$9,076 99.

In 1880 the forty-six roads from which reports have thus far been received had a total income of \$138,659,155 40; expenses, \$73,089,185 47; net income, \$61,093,612 22. Their total receipts from the passenger department were \$34,273,472 20, and from the freight department \$100,737,476 12. Forty-five roads report earnings in Illinois as follows: Passenger department, \$11,738,013 12; freight department, \$36,418,664 05.

Thirty-three roads at the end of the year covered by their reports carried forward to next year an aggregate balance of profit of \$35,060,640 09. Thirty-four roads reported an aggregate balance applicable to dividends of

\$31,800,502 42. Thirty-seven roads paid \$3,399,976 83 for taxes.

Forty-two roads report the amount of capital stock issued. The total number of shares is shown to be 2,768,182, amounting to \$507,137,171 43. Of this, \$32,702,396 87 is common stock, \$74,434,744 56 is preferred stock, and the remaining portion is accredited to other accounts. The greatest amount of stock per mile is issued by the Lake Shore and Michigan Southern (\$58,959 53), and the lowest (\$2,626 per mile) is issued by the Chicago and Eastern Illinois.

In Illinois, seven roads report 18 passengers killed, and 13 roads report 39 passengers injured. Twenty-five roads report 126 employees killed in this State, and 26 roads report 431 employees injured. The same number of roads report 173 other persons killed, while 23 roads report 217 other persons injured. Total for Illinois: killed, 217; injured, 706.

One of the most interesting features shown by the reports of the railroad companies is the train and car mileage. The mileage of passenger trains for the past year is shown to be 24,739,385 miles; freight, 59,560,621 miles; mixed trains, 1,202,276 miles; excursion, 12,721 miles; construction, 2,936,956 miles; switching, etc., 12,276,357; total train mileage, 100,728,316. The car mileage was: passenger, 20,949,325 miles; freight, 1,254,816,168; empty freight cars, 502,260,402 miles.

Articles of incorporation of The Champaign and South Eastern Railway Company have been filed with the Secretary of State. It is proposed to construct a road from Champaign in Champaign County, to Paris in Edgar County, Illinois. The capital stock is fixed at \$100,000.

The freight blockade which has seriously embarrassed the railroads during the past few weeks has been almost overcome, though shippers still complain of great scarcity of cars. The high prices of grain acted as a temporary check; but the recent declines in all lines of produce, estimated by some at \$1,500,000 during the past two weeks, will probably induce a more active demand from Eastern markets with a probable repetition of the trouble.

The following were the receipts of bread-stuffs in this city during the past week:

	Dec. 11, 1880.	Dec. 4, 1880.	Dec. 13, 1879.
Flour, bbls.....	123,096	138,820	114,795
Wheat, bu.....	703,515	850,608	678,730
Corn, bu.....	985,679	1,247,377	747,490
Oats, bu.....	343,493	382,598	152,779
Rye, bu.....	36,478	37,759	28,928
Barley, bu.....	206,389	258,660	197,222

The corresponding shipments were:

	Dec. 11, 1880.	Dec. 4, 1880.	Dec. 13, 1879.
Flour, bbls.....	110,986	126,840	102,161
Wheat, bu.....	74,313	76,171	108,152
Corn, bu.....	239,995	374,179	290,194
Oats, bu.....	258,675	298,244	88,092
Rye, bu.....	27,393	38,931	18,769
Barley, bu.....	99,931	108,673	71,051

Some fears of an advance in freight rates between Chicago and the seaboard is entertained, but at present writing nothing definite is known as to the intentions of the principal roads; the probabilities are against such action.

The city authorities are hopeful of being able to negotiate the sale of that portion of the Lake Front lying north of Monroe street, to the Illinois Central R. R. Co., who in conjunction with the Michigan Central and Baltimore and Ohio Railroads are willing to pay from \$750,000 to \$800,000 for the land, and would proceed immediately to the erection of a commodious passenger station. It appears that the title to the two blocks in question is in the United States and it will be necessary to have an Act of Congress authorizing the city to make the sale. There is some objection from adjacent lot owners, but it is to be hoped the railroad companies will obtain the land, and remove the present sheds that, occupying the ruins of The Anti-Fire Union depot, are by no means a credit to the city or themselves.

The three rolling mills of this city have orders, it is said, for 200,000 tons steel rails to be delivered during 1881.

#### Philadelphia and Erie Railroad Bonds.

To meet the \$5,000,000 first mortgage 6 per cent bonds maturing March 31, 1881, the Philadelphia and Erie Railroad Company has resolved to issue under its general mortgage \$5,000,000 registered 5 per cent gold bonds to become due in 1920, and the Pennsylvania Railroad Company, lessee, having purchased the same, has decided to indorse upon them its contract agreeing to purchase at par as they mature the principal and interest of said bonds. The company covenants to pay State tax upon the interest and principal. By the payment of the \$5,000,000 maturing first mortgage bonds, the general mortgage bonds, which, with this issue will now amount to \$18,680,000, become a first lien upon all the property of the company after the payment of \$3,000,000 secured upon the main line and \$976,000 secured upon the Sunbury and Williamsport Division. The net earnings of the Philadelphia and Erie Railroad Company for the present year, it is estimated, will be sufficient to pay all fixed charges, including interest on the bonded debt, and leave a surplus; and it will be observed that this issue does not increase the debt, while it

diminishes the interest charge to the extent of \$50,000 per annum. The indorsed guarantee of the Pennsylvania Railroad Company upon the bonds is the absolute agreement of that company to purchase the principal as well as the interest as each matures. A. J. Drexel & Co., of Philadelphia, have contracted with the Pennsylvania Railroad Company for this issue of bonds. The bonds are executed and ready for delivery, and interest thereon will begin to accrue April 1, 1880.

#### Atlanta and West Point Railroad.

The earnings of this road for the years ending June 30, 1879, and 1880, were:

	1879.	1880.
From passengers.....	\$97,580 24	\$110,592 89
" freight.....	202,487 98	220,215 48
" mail.....	11,561 52	15,586 47
" express.....	6,042 57	8,047 98
" miscellaneous.....	12,590 65	13,688 85
	\$330,262 94	\$368,130 57

#### Expenses, viz:

Conducting transp.....	\$45,234 31	\$50,089 90
Motive power.....	50,955 66	72,117 82
Maintenance of way.....	70,528 24	55,772 91
Maintenance and rent of cars.....	25,079 67	25,976 53
Rents of Central and Georgia Railroads....	6,166 66	6,000 00
Taxes.....	5,521 60	3,856 00
Legal expenses.....	3,406 16	1,048 40
	\$206,892 80	\$214,811 56

Net earnings.....\$123,370 64 \$153,319 01

In the payments of 1879 are included about \$22,000 for steel and iron rails over the annual wear, and about \$5,000 in value of additions to the rolling stock. Allowing for proportion of cost of new locomotives, new cars and steel rails, \$12,000 as betterments in 1880, the ratio of current expenses to receipts will be the same as in 1879, 54½ per cent. The Superintendent in his report, says:

The change of ownership and management of our connections south and west of Montgomery, has led me to apprehend some diversion of the long travel we have heretofore carried between the Gulf and Atlantic cities. With the superior inducements of solid trains between New Orleans and Louisville, that route will doubtless attract some travel from us. The shorter line will, I think, continue to hold a reasonable share of the business, unless the policy of obstruction should be resorted to by our competitor.

Yielding to the earnest appeals of our connections North and South, and of the public, I consented, with the approval of the Board of Directors, to put on an additional fast mail and passenger train, each way, commencing in the latter part of July last. The additional mail pay and travel, have not been sufficient to remunerate the company for the service. The train would have been discontinued but for the promise of an early opening of the all-rail connection with Houston, Texas, through New Orleans. This new line will be opened in August, and will make close connection with our second train going North. This, with additional mail pay, which we are entitled to under the last weighing, will, I trust, justify us in continuing the second train service.

The property of the company has been fairly maintained, if not improved, since the last report.

The substitution of steel rails, for defective iron rails, has progressed as fast as required to keep the track in safe condition. We have now twenty-two miles of steel rail track. Some progress has been made in ballasting the track with a good quality of gravel, procured from natural deposits along the line of the Western Railroad

of Alabama, near Chehaw. This is a much needed improvement, in view of the adoption of a heavier class of locomotives than we have heretofore used, and I recommend its prosecution as rapidly as our outfit, for transporting the material, will admit. The Roadway Department has, as usual, been well managed by our vigilant supervisor.

Two new freight engines, from the Baldwin Locomotive Works, were added to the motive power in October and November last. Three of the old engines have been cut up—one sold, and one condemned, during the past year—leaving fourteen as the number now available for service. Two of these are of the old light stock, and are fit only for auxiliary switching service. Two additional freight locomotives have been contracted for, one to be delivered in November, the other in December.

One passenger, 1 postal and ten coal cars have been added to the rolling stock during the year, and one passenger and one express car condemned. The equipment now consists of 15 locomotives, 7 passenger, 3 baggage and express, 1 postal, 5 cab, 118 box, 18 stock, 26 platform and 13 coal cars. Number of passengers carried, 47,069, against 39,662 in 1879—an increase of 7,407. Tons of freight transported, 99,604; do. in previous year, 74,885—increase, 24,719. Bales of cotton transported 88,863, against 73,491 in 1879—increase, 15,372.

The condition of the company July 1, 1880, was as follows:

Assets:	
Road outfit and real estate.....	\$1,192,499 72
Bills receivable.....	13,200 00
Preferred stock, Vicksburg and Meridian R. R.....	3,432 00
Due by agents & connecting roads.....	45,361 53
Due by Georgia Railroad Bank.....	48,972 00
Cash.....	39,450 44
	\$1,342,915 69
Liabilities:	
Capital stock.....	\$1,232,200 00
Bonds of the company.....	65,000 00
Dividends unpaid.....	958 00
Due to agents and connecting roads.....	5,038 56
Profit and loss.....	39,719 13
	\$1,342,915 69

#### BALANCE SHEET, July 1, 1880.

Road outfit and real estate.....	\$1,192,499 72
Bills receivable.....	13,200 00
Not. of Western R. R., charged P. & L.....	126,792 25
Preferred stock Vicksburg and Meridian R. R. Co.....	3,432 00
Dividends of July and January.....	98,576 00
Interest account.....	5,425 33
Due by agents and connecting roads.....	45,361 53
Due by Georgia Railroad Bank.....	48,972 00
Road expenses for the year.....	214,811 56
Cash.....	39,450 44
	\$1,788,520 83
Capital stock scrip issued.....	\$1,232,200 00
Profit and loss July 1, 1879.....	117,193 70
Bonds of the company.....	65,000 00
Dividends unpaid.....	958 00
Due to agents and connecting roads.....	5,038 56
Road earnings for the year.....	368,130 57
	\$1,788,520 83

President.—W. B. BERRY.

Directors.—Hon. John P. King, B. C. Yancy, John S. Bigby, F. Phinizy, D. N. Speer, L. M. Hill.

Sup't. and Gen'l. Manager.—L. P. GRANT.

Secretary and Treasurer.—W. P. ORNE.



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New York, Saturday, December 25, 1880.

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ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. On these accounts we withhold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

We publish this week notes of three recent decisions upon the subject of negligence by

railway corporations. In one case the Supreme Court of Massachusetts decide that it is for the jury to decide whether a failure to maintain a flagman at a railroad crossing, in the absence of municipal requirements, is negligence or not. In a similar case the New York Court of Appeals decide, a bare majority of the Judges concurring, that the omission to ring a bell and keep a flagman at a street crossing if not contributing to injury from railroad train is not negligence. There can be no question but that the Massachusetts rule is the safer rule, and the one more in accord with recent decisions. Negligence is a question of fact and should be considered by the jury and not the court. We regard it a very dangerous doctrine for the New York Court of Appeals to say that as "it appeared that the plaintiff saw the engine" and that therefore "it was not negligence contributing to the accident to omit to ring it, as the plaintiff had all the notice that ringing would have given." Many persons who are run over by the cars see the engine before they are struck but it is for the jury and the jury alone to decide whether there is contributory negligence or not. We have not seen the full text of the decision referred to but we believe that it will provoke considerable discussion and that it will not meet the approval of the legal profession.

THE principal American railroad systems are in great favor at present among European capitalists, and the next few years are likely to make them still more so. There has probably never been a time when foreign investors have looked over to this side of the water with more confidence in our fields of investment than now. The willingness, and even eagerness, with which foreign capital seeks investment here results from the most substantial causes; the universal prosperity of our country and the demonstrated general good management of our important enterprises, as exhibited by the records of the year just closing. Meanwhile abroad there has been a general depression in business attended by the narrowing down of popular and reliable fields for the remunerative use of capital, and accompanying this has been a corresponding weakening of faith in the prospects of the near future for investments over there. An illustration of what may safely be considered the feeling in cautious English financial circles, concerning our railroad systems and their prospects is seen in the following from a leading editorial in *Herapath's Railway Journal*, London, Dec. 11th, one of the most substantial and conservative railroad and financial papers in England: "The prospects of the principal railroad systems of the United States appear to us to be very good. Never was the general condition of the United States so favorable as it is at present, and the great American railroads necessarily participate in the prevailing prosperity. Another abundant harvest has rejoiced

the hearts of American farmers, and must give a great amount of employment to American lines, especially those centering at Chicago. Even the railroads of the Southern States appear to be looking up, and dividends are reappearing in quarters where they had almost come to be regarded as an exceptional complaint which occasionally broke out. In the older settled States, American railroad property has also steadily improved this year. We may see this in the case of the railroads of Massachusetts. Thus the Boston and Albany earned a dividend for its last financial year at the rate of 9½ per cent per annum upon its share capital or stock. The Boston and Maine earned 10 per cent upon its capital stock; the Boston and Lowell, 6 per cent; the Boston and Providence, 9½ per cent; the Old Colony, 7 per cent; the Fitchburg, 8½ per cent; and the Boston, Revere Beach and Lynn, 8 per cent."

## Southern Maryland Railroad.

The Southern Maryland Railroad Company has been organized with the following board of directors: J. H. Linville, Philadelphia, president; B. F. Folson, Philadelphia, treasurer; M. H. Hoffman, Philadelphia, secretary; W. P. Henzey, Thomas T. Butcher, George H. Fairman, D. B. McKibben and Joseph Trimble, of Philadelphia; W. H. Lafferty, Camden, N. J.; Charles E. Coates, Baltimore; Chief Engineer W. W. Wood, Washington, D. C., and John M. Broom, of St. Mary's, Md. Work, it is stated, will be resumed within sixty days, and the road completed from the Baltimore and Potomac railroad at Brandywine Station, Prince George's county, to Point Lookout in time to accommodate summer travel. Forty-five miles are already graded, leaving only thirteen miles to be built to give Baltimore and Washington access to Point Lookout and the traffic of those cities a winter harbor at St. Mary's. As the company intends to extend the road to a connection with the Baltimore and Ohio railroad and the Chesapeake and Ohio canal, an outlet will be afforded for the anthracite coal of Pennsylvania over the Northern Central railway and Baltimore and Potomac railroad and the canal. St. Mary's has been recommended by a board of naval officers as a desirable station for a naval coaling station. A branch line from two and a-half to three miles long is designed to be built from the crossing of Chancellor's run to Drum Point harbor, at the mouth of the Patuxent. The road, will, therefore, make three connections with the lower Potomac and Chesapeake Bay.

## Railroads in Wisconsin.

The following information came from Wisconsin concerning the construction of railroads in that State during 1880: Chicago and Tomah Gap, completed from 3½ miles south of Woodman Cooley, 8 miles, narrow gauge; North Wisconsin, from a point six miles north of Granite Lake to Long Lake, 54 miles; Wisconsin Central, from Menasha Junction to Appleton, 2½ miles, and from Abbotsford to Chippewa Falls, 54 miles; Milwaukee, Lake Shore and Western, from 11.46 miles south of Hortonville to Oshkosh, 10.60

miles, from one mile north of Tegerton to Wau-sau, 84 miles, and from Eland Junction north to Aulwa, 11.10 miles; Chicago and Northwestern from Menominee River to Florence, 11 miles; Appleton Water Power extension, 8.63 miles; from Madison to Verona 9.45 miles, and from Janesville to Aston, 6.10 miles. Chicago, St. Paul, Minneapolis and Omaha, the Menominee spur, 8.02 miles, and the Eau Claire spur, 2.25 miles; Chicago, Milwaukee and St. Paul, from Janesville to Beloit, 13.84 miles, and from Broadhead to Albany, 7.15 miles; the Fond du Lac, Amboy and Peoria, narrow gauge, extended north one mile; Black River, from Merrim to Miles-ville, 13.61 miles, the rails on which road will be laid by Christmas. Total number of miles of standard gauge, 246.74; narrow gauge, 9 miles; total, 255.74 miles. This mileage for 1880 may be increased a little by further extension of the new line west of Verona, should the weather prove favorable. The Chicago, Milwaukee and St. Paul will have ten miles of track west of Monroe ready for the iron before January 1, and, should the weather be favorable, that may be ironed during the present year also, but it is not very probable that it will be until some time later. The Wisconsin Central is also contemplating extending its line south from Portage to Oake at an early date, but this has not as yet been fully resolved upon.

#### OUR BOSTON LETTER.

(From our regular correspondent.)

Boston, Dec. 21, 1880.

The rates between the banks at the clearing house is still seven per cent, but there is more money afloat and a generally easier feeling prevails. The banks, however, are asking 8 per cent on demand loans to outsiders but in many instances concessions are made on this rate.

Cincinnati, Sandusky and Cleveland has advanced from 17½ to 19½ on the renewal of the negotiations for a lease to the Indiana, Bloomington and Western. We understand the proposition now under consideration is for an annual rental of \$100,000 and fixed charges, which would be a little more than 2 per cent on the stock. Being a half stock, that is par being 50, it now sells for 39 per cent of par.

Chicago and West Michigan has advanced from 73 to 77½. The road is earning about five per cent and will probably pay a 3 per cent dividend by next February. The past year has been the best year in the history of the road, and with a continued improvement in the lumber business the road will earn six per cent next year. The expenses are about 65 per cent of the gross earnings.

We understand President Forbes has within 20,000 proxies of enough to carry through the proposed increase of capital stock in the Chicago, Burlington and Quincy. It is estimated that the new stock will be in demand at 115.

Eastern has been very active after a long period of dullness, and has advanced from 33 to 38½ within a week, is now 37. Orders to buy several hundred shares came on the market simultaneously, and the market being bare of stock purchasers had to "climb" to get it.

Atchison declined yesterday on the newspaper statement of the intention of the Rock Island

road to build down to Topeka. It recovers today to 143.

Summit Branch has been dull but strong. The reputed earnings for the month of November show net earnings of nearly one per cent on the stock, and the present earnings will justify a dividend during the fiscal year 1880.

Boston and Lowell has sold, as high as 120, but the last recorded sale is 118½.

Vermont and Canada declines from 20¼ to 8½, influenced no doubt by the recent decision of the Chancery Court of Vermont in the case of Lang-ton et al., vs. the Vermont and Canada R. R. Co., that the "trust securities" are prior in right security to the rental claims of the Vermont and Canada.

#### Personal.

—Chief Engineer King, of the United States Navy, has written 620 page book on "The War-Ships and Navies of the World."

—Mr. A. B. Nichols resigned from the office of Government Railroad Engineer to take a position on the Pennsylvania Railroad.

—Mr. J. C. McMullen, General Manager of the Chicago and Alton Railroad, is in Florida, where he has gone to seek needed rest.

—Hon. S. S. Cox is dangerously ill with congestion of the lungs, at his residence, 13 East 12th Street, this city. He was attacked in Washington last week Wednesday and was removed to New York on the following day.

—Hon. Chauncey M. Depew, counsel of the New York Central and Hudson River Railroad, and Hon. Levi P. Morton are mentioned among the prominent candidates for the seat in the United States Senate soon to become vacant.

—Mr. Stephen D. Field is busily at work, in a building arranged for the purpose at Stockbridge, Mass., developing his electric motor and other of his ideas and plans connected with the use of electricity. He has recently taken out a patent on an improvement in underground telegraph lines.

—Among the prominent railroad men stopping in New York this week have been Mr. A. A. Talmage, General Superintendent of the Missouri Pacific, President Wadley of the Central Railroad of Georgia and Mr. John Newell, General Manager of the Lake Shore and Michigan Southern Railway.

—Gen. J. H. Wilson, Vice President of the New York and New England Railroad Company, has written a letter to the Springfield Republican demonstrating the comparatively small number of accidents on that road in the different States through which it passes, as compared with other New England railroads.

—By the recent burning of Mr. Jay Gould's conservatory, at Irvington on the Hudson, probably the finest private collection of rare foreign and domestic plants in this country was destroyed. Mr. Gould takes much interest and displays marked taste in making his home surroundings attractive and beautiful. In the much that is written of Mr. Gould the public is given but little opportunity to catch glimpses of his domestic life, which, to those at all familiar with it, is known to be the sphere in which he finds his greatest enjoyments. Notwithstanding what in most men would be the all absorbing nature of his gigantic and care encumbering financial enterprises, his family circle, his choice library, his household decorations and his garden are, after all, the attractions that draw from him the warmest devotion; and these household gods and the dispensing of liberal

charities through his home and in other ways are sources of his highest pleasure.

#### Construction.

—It is proposed to extend the Hartford and Connecticut Valley Railroad from Hartford, Conn., to Springfield and Holyoke, Mass.

—A plan is on foot among prominent business men, of Augusta, Gardiner and other towns in Maine to construct a railroad in that State from Farmington to the Kennebec.

—The St. Louis and Indiana Railroad Company has been organized to construct a railroad from East St. Louis to Danville, in Vermilion County, Ill., at a point near the Indiana State line. Articles of incorporation for the new company were filed at Springfield, Ill., Dec. 16th.

—An extension of the Chesapeake and Ohio Railroad to run from Richmond, Va., east to Newport News will cross the Chickahominy River at Roxbury to Burnt Ordinary and thence through James City, Warwick and Elizabeth City counties. It will open a valuable lumber region.

—The bondholders of the Burlington and Southwestern Railroad in Missouri, after reorganizing the company under the name of the Chicago, Burlington and Kansas City Railway Company, it is said, intend to complete the present line from Laclede, Mo., to Kansas City with a branch from Unionville, Mo., to St. Joseph.

—Mr. Archibald McArthur, of Chicago, contractor, began work this week on the construction of the Central City, Deadwood and Eastern Railroad, Dakota. The road is to pass through Whitewood Canon and a tunnel of 1,500 feet under the mountain, to connect Deadwood, Central and Lead Cities. It is to be completed by next August.

—The Richmond and Allegheny Railroad Company, a new corporation of Northern and Western capitalists among the directors of which are Hon. Jas. G. Blaine of Maine, and Hon. Hugh McCulloch of Washington, are building a road of 230 miles up the old James River Canal, penetrating the coal and iron regions of the James River Valley. The company have 75 miles of the road completed and in full operation.

—Monroe County and the town of Aberdeen, Miss. have voted a subsidy for a new railroad to be built from Aberdeen, a terminus of a branch of the Mobile and Ohio, to Elyton, Ala., on the Alabama Great Southern Railroad, a distance of about 100 miles. The Aberdeen and Elyton Railroad Company are to erect repair shops in Aberdeen, build a bridge over the Tombigbee river and construct 15 miles of the road before the subsidy can be collected.

#### Wire Ropes for the Brooklyn Bridge.

Four large steel wire ropes were shipped on the 17th inst., from the works of John A. Roebling's Sons & Co., in Trenton, N. J., for use in the Brooklyn Bridge. Each rope is 1,550 feet in length, three inches in diameter, and their aggregate weight is 102,495 pounds. They are to be stretched in the form of parabolas under the floor of the bridge, to which they will be attached at proper intervals, from one tower to the other. Their use will be to strengthen the floor against the lateral pressure of strong winds or other disturbing influences.

Each rope is made in seven strands. The central strand has forty-nine No. 11 wires, and the six strands surrounding and enveloping this have nineteen wires each, of Nos. 4, 5 and 7 gauge,



making 168 wires in all. Every wire put into these and all other ropes used in the bridge is tested in strength, elasticity and tension. The strength must equal 160,000 lbs. per square inch cross-section. The stretch must be not less than 4 per cent, and the wire must be wound around an iron rod three times its own diameter without showing flaw or fracture.

With regard to the superstructure, there is a prospect that sufficient material will be delivered so that the work of erecting that part of the floor which begins in the towers will be under way on or before the first week in January, 1881, or eleven years from the time the work of preparing the foundation for the Brooklyn tower was commenced. It will take about one year to suspend and finish the superstructure, provided the materials are promptly delivered by the different contractors.

#### Concord Railroad.

The receipts from operations of this road for the years ending March 31, 1879 and 1880, have been as follows:

	1879.	1880.
From passengers .....	\$278,321 01	\$299,447 91
" freight.....	424,954 63	541,244 80
" rents.....	3,862 73	3,791 99
" express .....	13,750 02	13,550 04
" mails.....	12,115 76	12,053 91
	<b>\$733,004 20</b>	<b>\$870,088 65</b>

Expenses, viz:		
Repairs of road .....	\$93,178 84	\$60,523 61
" structures...	12,999 80	17,465 87
" locomotives.	20,742 69	15,838 95
" cars, etc....	22,263 88	32,469 77
Oil and waste.....	6,910 64	7,481 14
Fuel.....	89,513 62	99,139 90
Passenger expense.....	52,649 25	55,224 90
Freight expense.....	61,485 42	63,484 80
Damages .....	1,569 90	1,654 62
General running exp....	14,594 65	12,958 16
Insurance and taxes.....	8,237 77	6,116 14
New rails.....	21,619 84	83,428 54
New locomotives.....		14,327 00
Westinghouse Air Brake	428 30	
All other expenses.....	7,942 51	13,200 85
Land at Manchester....		32,933 04

Leaving a balance of...\$318,847 09 \$346,732 51

From which has been paid—

Taxes on capital stock....	\$35,939 62
Manchester and Lawrence Railroad .....	£7,581 49
Rent of Concord & Portsmouth Railroad.....	25,000 99
Rent of Suncook Valley Railroad.....	8,094 00
Rent of Nashua, Acton and Boston Railroad.....	11,000 00
Reserved and appropriated for new engine-house, coal and woodsheds, and yard improvements at Concord.....	15,000 00
New passenger depot at Nashua.....	20,000 00
New freight-cars.....	10,000 00
Unsettled claims.....	3,000 00
	<b>195,615 11</b>

Leaving a balance of...\$151,117 40

From which has been paid two dividends of 5 per cent each..... 150,000 00

Balance carried to contingent fund.. \$1,117 40

The sum of \$32,033 04, which appears in the above statement of expenditures, was paid on ac-

count, for land purchased for the use of the road, at Manchester, in the year 1875, for which the act of the corporation was given, reference to which purchase was made in the report for that year.

There has been paid for new iron and steel rails, purchased and charged to earnings during the year, the sum of \$83,428 54, of which amount \$40,000 was paid for new steel rails, now on hand at the mill, and to be delivered the coming season. This amount is not included in the statement of the account of stock on hand for repairs of the road.

The foregoing statement of the receipts and expenditures with the annexed trial balance of the Treasurer, will show the present financial condition of the corporation.

#### STOCK ACCOUNT.

The amount of fuel on hand for use of the road has been quite largely reduced from that at the close of previous years, for the reason that, on account of the great depreciation from decay, it was not deemed advisable to carry so large a stock of wood as has been the practice heretofore, and it was decided to use up a large proportion of the old wood on hand before making additional purchases, and hereafter to keep only a sufficient stock to meet the necessary requirements of the business from year to year. The reduction in the amount of material for road repairs was caused by the sale of old worn-out rails, which had been on hand for several years, and for welded rails, taken from the stock, and used for laying new and additional side-tracks. The amount received from the sale of old rails has been credited to the expense of road repairs.

#### MOTIVE POWER AND ROLLING STOCK.

One new locomotive, contracted for the previous year, has been delivered to the road and paid for, and one new locomotive built in the shop during the year, and is now in service. One locomotive has been thoroughly rebuilt, and all ordinary and necessary repairs to other locomotives have been made. The motive power of the road is now fully as efficient and in as good condition for service as at any time heretofore. Baker's patent car-warmers have been placed in six of the passenger-cars, at an expense of about three hundred and fifty dollars each. They have proved to be very satisfactory, and add greatly to the comfort of passengers during the cold weather. An additional number should be put in as the business may require. Eight passenger-cars and nine baggage-cars have been repainted throughout, nineteen passenger cars and twelve baggage-cars varnished, and other necessary repairs made to the passenger equipment. Thirty-three long platform-cars, four short platform-cars, and five box-cars have been rebuilt. Substantially new bodies for twenty-four platform-cars have been made, and nearly one hundred other long platform-cars have been newly planked, and other needful repairs made during the year. The rolling stock, generally, is in good condition for service, but an additional number of freight-cars is needed, and should be provided as soon as convenient.

#### ROADBED AND TRACK.

The roadbed, track and superstructure generally has been kept in good repair. Nearly \$6,000 were expended during the past summer for labor in ballasting the track of the Concord and Portsmouth road with gravel, and it is desirable that this work should be continued and completed as soon as it can conveniently be done. 605 tons of new steel rails, and 857 tons of new iron rails have been purchased and placed in the track, and 456 tons of welded rails have been relaid during the year. 67,917 new sleepers have been placed in the track, and 6,929 feet of new and additional side track laid. The overhead bridge below Robinson's Ferry has been rebuilt, new corrugated iron roofs put on the bridges at Hooksett Falls and necessary repairs made to other bridges upon the road. Additional land has been purchased for enlarging and improving

the train-yard and terminal facilities at Concord, and a contract made for the necessary filling and grading of the same, the work upon which is now nearly completed.

#### DEPOTS AND OTHER BUILDINGS.

The depots and other buildings owned by the corporation have generally been kept well repaired, and are now in good condition. Improvements, for the convenience of the patrons of the road, have been built at Concord depot, and the ticket office at that station has been enlarged; new platforms have been built, and the necessary repairs made at various other stations upon the road. Extensive changes are now being made in the depot building at Greenland, which will, when completed, add much to the comfort of the public who patronize the road at that station. Plans have been adopted, and contracts made for the construction of the long contemplated new passenger depot at Nashua, and the work has already been commenced upon the same, the whole to be completed during the present season. Contracts have also been made for completing the new engine house at Concord, and for constructing new and more extensive coal and wood sheds, and improved conveniences for sawing wood at the station, work upon which improvements is now in progress.

The total tonnage of the road for the year has been 899,662, equal to 29,006,834 tons transported one mile. Total number of passengers carried, 527,003; total carried one mile, 11,081,309. Number of miles run by trains, 661,078. Value of materials on hand at the close of the year, \$119,776 77, against \$166,060 28 at the close of the previous year—a decrease of \$56,283 49.

#### BALANCE SHEET March 31, 1880.

Construction .....	\$1,500,000 00
Rindge's Wharf.....	61,507 72
Manchester and North Weare Railroad .....	11,534 19
Notes receivable.....	56,319 93
Mt. Washington Railroad.....	178 61
Suncook Valley Railroad.....	63,060 00
Cash on hand.....	78,836 83
	<b>\$1,761,431 28</b>
Capital stock.....	\$1,500,000 00
Det. and Contingent.....	109,935 71
Notes payable.....	8,438 87
Interest.....	65,055 70
Concord Railroad div. May 1.....	75,000 00
Concord Railroad old dividend .....	2,466 50
Suncook Valley Railroad dividend.....	195 00
Concord and Portsmouth Railroad dividend .....	339 50
	<b>\$1,761,431 28</b>

President.—J. THOMAS VOSE, Boston, Mass.

Directors.—J. Thomas Vose, Boston, Mass.; Frederick Smyth, Samuel N. Bell, Manchester, N. H.; Benjamin A. Kimball, Josiah Minot, Concord, N. H.; Dexter Richards, Newport, N. H.

Treasurer.—NATHAN PARKER.

Superintendent.—H. E. CHAMBERLIN.

At a meeting of the directors of the Niagara Falls International Bridge and the Niagara Falls Suspension Bridge Companies at Albion, N. Y., on the 16th inst., the report of Engineer Buck, who had charge of the substitution of steel for wood in the bridge, was accepted and adopted. The work has been carried on without stopping a train.

Among the resolutions introduced in the House of Representatives at Washington on the 20th inst., under the call of the States was one by Mr. Gillette, of Iowa, calling on the Secretary of War for an estimate as to the cost of a steel railroad from New York city to Council Bluffs.

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "T."

Abstract of General Balance Sheet.										Property and Assets.		Liabilities.			Operations.		Earnings.		Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Railroad.		Rolling Stock.		Companies.		Railroad.		Rolling Stock.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		Railroad Operated.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.		Market.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Main Line.		Branch Line.		2d Track and Sidings.		Gauge of Track.		Engines.		Pass.		B. M. E.		Freight.		Car.		Yards ending.		M.		M.		M.		M.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.	



Date		City		Amount		Total		Balance	
Month	Year	City	State	Debit	Credit	Debit	Credit	Debit	Credit
Jan	1879	Chicago	Ill.	1,000.00		1,000.00		1,000.00	
Feb	1879	Chicago	Ill.	1,000.00		2,000.00		2,000.00	
Mar	1879	Chicago	Ill.	1,000.00		3,000.00		3,000.00	
Apr	1879	Chicago	Ill.	1,000.00		4,000.00		4,000.00	
May	1879	Chicago	Ill.	1,000.00		5,000.00		5,000.00	
Jun	1879	Chicago	Ill.	1,000.00		6,000.00		6,000.00	
Jul	1879	Chicago	Ill.	1,000.00		7,000.00		7,000.00	
Aug	1879	Chicago	Ill.	1,000.00		8,000.00		8,000.00	
Sep	1879	Chicago	Ill.	1,000.00		9,000.00		9,000.00	
Oct	1879	Chicago	Ill.	1,000.00		10,000.00		10,000.00	
Nov	1879	Chicago	Ill.	1,000.00		11,000.00		11,000.00	
Dec	1879	Chicago	Ill.	1,000.00		12,000.00		12,000.00	
Jan	1880	Chicago	Ill.	1,000.00		13,000.00		13,000.00	
Feb	1880	Chicago	Ill.	1,000.00		14,000.00		14,000.00	
Mar	1880	Chicago	Ill.	1,000.00		15,000.00		15,000.00	
Apr	1880	Chicago	Ill.	1,000.00		16,000.00		16,000.00	
May	1880	Chicago	Ill.	1,000.00		17,000.00		17,000.00	
Jun	1880	Chicago	Ill.	1,000.00		18,000.00		18,000.00	
Jul	1880	Chicago	Ill.	1,000.00		19,000.00		19,000.00	
Aug	1880	Chicago	Ill.	1,000.00		20,000.00		20,000.00	
Sep	1880	Chicago	Ill.	1,000.00		21,000.00		21,000.00	
Oct	1880	Chicago	Ill.	1,000.00		22,000.00		22,000.00	
Nov	1880	Chicago	Ill.	1,000.00		23,000.00		23,000.00	
Dec	1880	Chicago	Ill.	1,000.00		24,000.00		24,000.00	
Jan	1881	Chicago	Ill.	1,000.00		25,000.00		25,000.00	
Feb	1881	Chicago	Ill.	1,000.00		26,000.00		26,000.00	
Mar	1881	Chicago	Ill.	1,000.00		27,000.00		27,000.00	
Apr	1881	Chicago	Ill.	1,000.00		28,000.00		28,000.00	
May	1881	Chicago	Ill.	1,000.00		29,000.00		29,000.00	
Jun	1881	Chicago	Ill.	1,000.00		30,000.00		30,000.00	
Jul	1881	Chicago	Ill.	1,000.00		31,000.00		31,000.00	
Aug	1881	Chicago	Ill.	1,000.00		32,000.00		32,000.00	
Sep	1881	Chicago	Ill.	1,000.00		33,000.00		33,000.00	
Oct	1881	Chicago	Ill.	1,000.00		34,000.00		34,000.00	
Nov	1881	Chicago	Ill.	1,000.00		35,000.00		35,000.00	
Dec	1881	Chicago	Ill.	1,000.00		36,000.00		36,000.00	
Jan	1882	Chicago	Ill.	1,000.00		37,000.00		37,000.00	
Feb	1882	Chicago	Ill.	1,000.00		38,000.00		38,000.00	
Mar	1882	Chicago	Ill.	1,000.00		39,000.00		39,000.00	
Apr	1882	Chicago	Ill.	1,000.00		40,000.00		40,000.00	
May	1882	Chicago	Ill.	1,000.00		41,000.00		41,000.00	
Jun	1882	Chicago	Ill.	1,000.00		42,000.00		42,000.00	
Jul	1882	Chicago	Ill.	1,000.00		43,000.00		43,000.00	
Aug	1882	Chicago	Ill.	1,000.00		44,000.00		44,000.00	
Sep	1882	Chicago	Ill.	1,000.00		45,000.00		45,000.00	
Oct	1882	Chicago	Ill.	1,000.00		46,000.00		46,000.00	
Nov	1882	Chicago	Ill.	1,000.00		47,000.00		47,000.00	
Dec	1882	Chicago	Ill.	1,000.00		48,000.00		48,000.00	
Jan	1883	Chicago	Ill.	1,000.00		49,000.00		49,000.00	
Feb	1883	Chicago	Ill.	1,000.00		50,000.00		50,000.00	
Mar	1883	Chicago	Ill.	1,000.00		51,000.00		51,000.00	
Apr	1883	Chicago	Ill.	1,000.00		52,000.00		52,000.00	
May	1883	Chicago	Ill.	1,000.00		53,000.00		53,000.00	
Jun	1883	Chicago	Ill.	1,000.00		54,000.00		54,000.00	
Jul	1883	Chicago	Ill.	1,000.00		55,000.00		55,000.00	
Aug	1883	Chicago	Ill.	1,000.00		56,000.00		56,000.00	
Sep	1883	Chicago	Ill.	1,000.00		57,000.00		57,000.00	
Oct	1883	Chicago	Ill.	1,000.00		58,000.00		58,000.00	
Nov	1883	Chicago	Ill.	1,000.00		59,000.00		59,000.00	
Dec	1883	Chicago	Ill.	1,000.00		60,000.00		60,000.00	
Jan	1884	Chicago	Ill.	1,000.00		61,000.00		61,000.00	
Feb	1884	Chicago	Ill.	1,000.00		62,000.00		62,000.00	
Mar	1884	Chicago	Ill.	1,000.00		63,000.00		63,000.00	
Apr	1884	Chicago	Ill.	1,000.00		64,000.00		64,000.00	
May	1884	Chicago	Ill.	1,000.00		65,000.00		65,000.00	
Jun	1884	Chicago	Ill.	1,000.00		66,000.00		66,000.00	
Jul	1884	Chicago	Ill.	1,000.00		67,000.00		67,000.00	
Aug	1884	Chicago	Ill.	1,000.00		68,000.00		68,000.00	
Sep	1884	Chicago	Ill.	1,000.00		69,000.00		69,000.00	
Oct	1884	Chicago	Ill.	1,000.00		70,000.00		70,000.00	
Nov	1884	Chicago	Ill.	1,000.00		71,000.00		71,000.00	
Dec	1884	Chicago	Ill.	1,000.00		72,000.00		72,000.00	
Jan	1885	Chicago	Ill.	1,000.00		73,000.00		73,000.00	
Feb	1885	Chicago	Ill.	1,000.00		74,000.00		74,000.00	
Mar	1885	Chicago	Ill.	1,000.00		75,000.00		75,000.00	
Apr	1885	Chicago	Ill.	1,000.00		76,000.00		76,000.00	
May	1885	Chicago	Ill.	1,000.00		77,000.00		77,000.00	
Jun	1885	Chicago	Ill.	1,000.00		78,000.00		78,000.00	
Jul	1885	Chicago	Ill.	1,000.00		79,000.00		79,000.00	
Aug	1885	Chicago	Ill.	1,000.00		80,000.00		80,000.00	
Sep	1885	Chicago	Ill.	1,000.00		81,000.00		81,000.00	
Oct	1885	Chicago	Ill.	1,000.00		82,000.00		82,000.00	
Nov	1885	Chicago	Ill.	1,000.00		83,000.00		83,000.00	
Dec	1885	Chicago	Ill.	1,000.00		84,000.00		84,000.00	
Jan	1886	Chicago	Ill.	1,000.00		85,000.00		85,000.00	
Feb	1886	Chicago	Ill.	1,000.00		86,000.00		86,000.00	
Mar	1886	Chicago	Ill.	1,000.00		87,000.00		87,000.00	
Apr	1886	Chicago	Ill.	1,000.00		88,000.00		88,000.00	
May	1886	Chicago	Ill.	1,000.00		89,000.00		89,000.00	
Jun	1886	Chicago	Ill.	1,000.00		90,000.00		90,000.00	
Jul	1886	Chicago	Ill.	1,000.00		91,000.00		91,000.00	
Aug	1886	Chicago	Ill.	1,000.00		92,000.00		92,000.00	
Sep	1886	Chicago	Ill.	1,000.00		93,000.00		93,000.00	
Oct	1886	Chicago	Ill.	1,000.00		94,000.00		94,000.00	
Nov	1886	Chicago	Ill.	1,000.00		95,000.00		95,000.00	
Dec	1886	Chicago	Ill.	1,000.00		96,000.00		96,000.00	
Jan	1887	Chicago	Ill.	1,000.00		97,000.00		97,000.00	
Feb	1887	Chicago	Ill.	1,000.00		98,000.00		98,000.00	
Mar	1887	Chicago	Ill.	1,000.00		99,000.00		99,000.00	
Apr	1887	Chicago	Ill.	1,000.00		100,000.00		100,000.00	
May	1887	Chicago	Ill.	1,000.00		101,000.00		101,000.00	
Jun	1887	Chicago	Ill.	1,000.00		102,000.00		102,000.00	
Jul	1887	Chicago	Ill.	1,000.00		103,000.00		103,000.00	
Aug	1887	Chicago	Ill.	1,000.00		104,000.00		104,000.00	
Sep	1887	Chicago	Ill.	1,000.00		105,000.00		105,000.00	
Oct	1887	Chicago	Ill.	1,000.00		106,000.00		106,000.00	
Nov	1887	Chicago	Ill.	1,000.00		107,000.00		107,000.00	
Dec	1887	Chicago	Ill.	1,000.00		108,000.00		108,000.00	
Jan	1888	Chicago	Ill.	1,000.00		109,000.00		109,000.00	
Feb	1888	Chicago	Ill.	1,000.00		110,000.00		110,000.00	
Mar	1888	Chicago	Ill.	1,000.00		111,000.00		111,000.00	
Apr	1888	Chicago	Ill.	1,000.00		112,000.00		112,000.00	
May	1888	Chicago	Ill.	1,000.00		113,000.00		113,000.00	
Jun	1888	Chicago	Ill.	1,000.00		114,000.00		114,000.00	
Jul	1888	Chicago	Ill.	1,000.00		115,000.00		115,000.00	
Aug	1888	Chicago	Ill.	1,000.00		116,000.00		116,000.00	
Sep	1888	Chicago	Ill.	1,000.00		117,000.00		117,000.00	
Oct	1888	Chicago	Ill.	1,000.00		118,000.00		118,000.00	
Nov	1888	Chicago	Ill.	1,000.00		119,000.00		119,000.00	
Dec	1888	Chicago	Ill.	1,000.00		120,000.00		120,000.00	
Jan	1889	Chicago	Ill.	1,000.00		121,000.00		121,000.00	
Feb	1889	Chicago	Ill.	1,000.00		122,000.00		122,000.00	
Mar	1889	Chicago	Ill.	1,000.00		123,000.00		123,000.00	
Apr	1889	Chicago	Ill.	1,000.00		124,000.00		124,000.00	
May	1889	Chicago	Ill.	1,000.00		125,000.00		125,000.00	
Jun	1889	Chicago	Ill.	1,000.00		126,000.00		126,000.00	
Jul	1889	Chicago	Ill.	1,000.00		127,000.00		127,000.00	
Aug	1889	Chicago	Ill.	1,000.00		128,000.00		128,000.00	
Sep	1889	Chicago	Ill.	1,000.00		129,000.00		129,000.00	
Oct	1889	Chicago	Ill.	1,000.00		130,000.00		130,000.00	
Nov	1889	Chicago	Ill.	1,000.00		131,000.00		131,000.00	
Dec	1889	Chicago	Ill.	1,000.00		132,000.00		132,000.00	
Jan	1890	Chicago	Ill.	1,000.00		133,000.00		133,000.00	
Feb	1890	Chicago	Ill.	1,000.00		134,000.00		134,000.00	
Mar	1890	Chicago	Ill.	1,000.00		135,000.00		135,000.00	
Apr	1890	Chicago	Ill.	1,000.00		136,000.00		136,000.00	
May	1890	Chicago	Ill.	1,000.00		137,000.00		137,000.00	
Jun	1890	Chicago	Ill.	1,000.00		138,000.00		138,000.00	
Jul	1890	Chicago	Ill.	1,000.00		139,000.00		139,000.00	
Aug	1890	Chicago	Ill.	1,000.00		140,000.00		140,000.00	
Sep	1890	Chicago	Ill.	1,000.00		141,000.00		141,000.00	
Oct	1890	Chicago	Ill.	1,000.00		142,000.00		142,000.00	
Nov	1890	Chicago	Ill.	1,000.00		143,000.00		143,000.00	
Dec	1890	Chicago	Ill.	1,000.00		144,000.00		144,000.00	
Jan	1891	Chicago	Ill.	1,000.00		145,000.00		145,000.00	
Feb	18								



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1878.....	174,598	184,885	295,367	299,610	304,636	249,481	319,559	466,162	420,521	446,529	438,589	340,932	3,950,868
1879.....	314,732	369,107	508,608	546,182	600,000	399,500	456,000	516,765	593,311	759,000	654,500	586,500	6,338,447
1880.....	473,500	444,000	668,000	692,000	677,800	747,000	657,500	673,000	809,000	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1878.....	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879.....	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880.....	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	.....	.....
Central Pacific:													
1878.....	1,110,988	980,529	1,225,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879.....	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880.....	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,760,000	1,885,000	1,957,000	2,145,000	2,154,000	.....	.....
Chicago and Alton:													
1878.....	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879.....	343,737	307,381	327,370	335,394	421,937	447,754	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880.....	502,285	453,543	602,624	537,326	602,132	609,255	670,317	740,842	733,234	786,116	680,952	.....	.....
Chicago and Northwestern:													
1878.....	1,077,891	1,084,857	1,095,884	1,255,887	1,471,545	1,069,142	1,166,271	1,266,460	1,450,302	1,573,422	1,407,240	1,080,838	14,999,840
1879.....	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880.....	1,164,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	.....	.....
Chicago, Burl. & Quincy:													
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,083	1,070,525	14,113,503
1879.....	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880.....	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	.....	.....	.....
Chicago, Mil. & St. Paul:													
1878.....	705,865	666,853	663,640	784,507	798,665	636,447	647,460	523,487	676,368	823,722	809,219	716,512	8,451,768
1879.....	591,176	476,667	632,898	678,439	857,324	798,689	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880.....	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	.....	.....
Clev., Col., Cin. & Ind.:													
1878.....	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879.....	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,425	3,758,968
1880.....	392,632	375,619	302,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	.....	.....
Hannibal & St. Joseph:													
1878.....	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879.....	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,819	239,735	193,125	253,333	1,997,405
1880.....	169,340	157,566	216,327	200,059	189,125	177,861	163,484	212,896	209,068	204,359	204,116	.....	.....
Illinois Central:													
1878.....	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,356	654,840	625,201	589,312	7,111,000
1879.....	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880.....	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,357	797,232	860,124	720,671	.....	.....
Lake Shore & Mich. South'n:													
1878.....	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879.....	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,498
Mo., Kan. & Texas:													
1878.....	217,029	181,118	236,546	206,726	206,757	207,514	219,926	294,835	330,235	349,896	288,459	242,568	2,981,679
1879.....	194,454	194,556	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880.....	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	.....	.....
New York Central and Hudson River:													
1878.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,771,204	2,567,318	2,237,265	.....
1879.....	2,024,812	2,210,304	2,474,392	2,314,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	.....
1880.....	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	.....	.....
New York, Lake Erie & Western:													
1878.....	1,304,018	1,121,412	1,147,208	1,137,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1,381,391	1,205,755	15,134,216
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,457	1,713,697	1,515,835	1,398,244	16,509,121
1880.....	1,296,181	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,766,417	1,899,910	.....	.....	.....
Northern Central:													
1878.....	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	413,534	.....	.....	.....
1879.....	334,494	330,660	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	.....	.....	.....
Philadelphia and Reading:													
1878.....	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	910,891	11,144,048
1879.....	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880.....	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1878.....	375,521	341,318	344,198	293,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879.....	334,029	339,161	353,147	318,196	302,640	281,920	332,167	403,316	591,076	724,713	656,832	664,675	5,301,873
1880.....	552,615	492,450	450,620	403,300	372,250	365,300	442,000	513,555	661,400	678,200	626,725	.....	.....
Toledo, Peoria and Warsaw:													
1878.....	130,466	94,878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	82,544	1,243,959
1879.....	94,907	77,624	91,256	112,375	108,679	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880.....	93,306	105,101	128,453	52,242	119,720	121,814	112,266	127,269	127,228	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1878.....	571,196	595,839	655,240	609,278	565,094	519,201	671,984	820,087	936,222	1,198,076	864,057	.....	.....
1880.....	750,147	762,558	982,480	890,137	946,186	952,049	1,065,080	1,185,325	1,177,134	1,526,475	1,105,616	.....	.....

## Change in the Mode of Railroad Time Reckoning.

A change in the system of giving time on our railroads could be readily improved upon, and it is a wonder that some of our enterprising railroad managers do not take hold of the subject. In the time cards all the roads carry an encumbrance that positively confuses the uninitiated. Not one man in fifty can take an ordinary time card and in the multiplicity of A. M.'s and P. M.'s, dittoing as they do from both the top and bottom of the card, and figure out the time from New York to St. Louis or Chicago without becoming confused and uncertain, and from New York to San Francisco it becomes a positive impossibility

with many more. There is no more reason why there should be two 12 o'clocks in one day than there is why there should be two twelve miles posts in a twenty-four mile railroad. Practically the day commences at midnight, consists of twenty-four hours, and ends the next night at midnight. By acknowledging that fact and dividing the day into hours and minutes, numbered consecutively up to twenty-four hours, the record time would be greatly simplified. Thus, instead of saying 12:15 A. M., we would give the time as fifteen minutes, writing 15, showing that it was the fifteenth minute of the day. Instead of saying 12:30, A. M., 30, or in the same manner for any number of minutes up to 1 o'clock, which hour would be written 1,00 instead of 1:00 A. M.,

The same rule would be followed up, omitting the A. M. and P. M. up to 12:59. What we call 1 o'clock P. M., under the new system, we would call thirteen o'clock, or thirteenth hour; 1:30 P. M. would be 18:30, 18 o'clock P. M., 14:00, and so on up to twenty-four. It might be a little odd at first, but people would soon become accustomed to it. Clock and watch-dial plates could be furnished with an inner circle upon which the additional figures could be given, instead of the A. M. and P. M. nuisance. In foreign countries a change is made out of the old grooves. In France the change is not so marked as in Germany. In the latter country the railroads display the figures for the arrival and departure of trains with a white or black background—the white for day and the dark for night, which is very simple and appears to answer all purposes.—Pittsburg Chronicle.



## Railroad Earnings—Weekly.

	Month of September.		Month of October.		Month of November.		WEEKLY EARNINGS IN DECEMBER.				Since January 1.	
	1879.	1880.	1879.	1880.	1879.	1880.	First week.	Second week.	1879.	1880.	1879.	1880.
Burl., Cedar Rap. & N.	\$154,795	\$179,804	\$171,524	\$204,991	\$147,785	\$189,330	\$40,621	\$42,471	.....	.....	\$1,399,366	\$1,902,534
Chicago & Alton.....	628,811	733,234	668,163	786,116	601,101	680,952	144,658	146,465	.....	.....	5,347,321	7,275,071
Chicago & Eastern Ills.	82,049	131,904	92,975	150,891	88,477	128,597	23,067	33,734	.....	.....	816,498	1,203,764
Chi., Mil. & St. Paul...	1,018,806	1,257,000	1,290,739	1,494,000	1,100,244	1,472,000	.....	.....	236,703	310,000	9,435,483	12,346,810
Chi., St. Paul, M. & O.	117,810	144,771	147,605	190,403	142,737	176,555	35,388	38,729	.....	.....	1,160,839	1,486,460
Cincinnati & Springf..	89,373	81,488	95,465	93,506	82,951	101,547	17,966	21,957	.....	.....	738,217	848,345
Clev., Col., Cin. & Ind.	410,064	410,103	423,257	444,104	366,274	422,123	71,694	82,479	.....	.....	3,413,139	4,090,044
Denver & Rio Grande..	112,823	400,990	140,083	473,318	130,285	408,562	32,098	74,043	29,353	88,601	1,158,040	3,266,064
Flint & Pere Marquette	107,350	146,032	123,570	158,752	113,898	153,959	27,943	34,742	24,359	32,955	1,058,944	1,481,075
Grand Trunk of Can....	800,857	893,241	867,646	957,519	833,560	897,402	190,381	215,199	189,269	204,367	8,491,728	9,975,172
Great Western of Can..	357,376	436,705	446,445	487,618	407,512	438,238	95,145	105,214	100,148	102,192	4,208,629	4,849,636
Hannibal & St. Joseph.	176,810	209,058	239,735	240,359	193,125	204,116	56,740	57,291	.....	.....	1,800,812	2,336,015
Hous. & Tex. Central..	.....	.....	406,565	476,866	429,804	431,994	95,316	98,518	.....	.....	2,918,769	3,394,637
Ind., Bloom. & West..	123,406	110,622	120,785	121,343	92,279	96,621	25,121	25,656	.....	.....	1,079,810	1,144,116
International & Gt. N.	178,949	195,057	228,300	276,646	244,813	256,756	55,191	52,948	.....	.....	1,612,784	1,755,747
Lake Erie & Western..	68,102	109,852	68,036	170,925	*39,455	*71,329	14,980	23,379	.....	.....	635,421	1,229,601
Louisville & Nashville.	527,214	891,000	609,578	1,000,000	697,033	929,400	151,200	218,600	.....	.....	5,476,775	8,716,187
Marq., Hough. & Onto.	*50,699	*82,918	60,000	91,000	29,183	34,202	.....	.....	.....	.....	535,569	781,566
Memphis & Charleston.	35,395	104,734	66,066	125,731	131,250	139,225	34,603	41,427	.....	.....	805,237	1,096,448
Mo., Kansas & Texas...	380,758	369,065	387,710	407,549	387,087	371,079	90,771	84,937	.....	.....	3,054,136	3,899,335
N. Y. & N. England...	.....	.....	.....	.....	173,713	207,241	48,160	50,015	.....	.....	.....	.....
Northern Pacific.....	270,893	332,810	295,260	364,474	210,635	277,755	24,073	59,600	24,073	44,400	1,937,617	2,436,356
St. Louis, Alt. & T. H..	114,229	129,603	116,682	137,045	100,963	109,693	23,254	23,118	.....	.....	953,386	1,297,563
Do. Branches.....	.....	.....	63,786	68,550	52,460	68,070	13,714	16,580	.....	.....	514,484	616,180
St. L., Iron Mt. & So...	591,076	661,400	724,713	678,200	656,832	626,725	181,336	167,500	.....	.....	4,818,535	5,770,819
St. Louis & San Fran..	199,129	277,817	213,712	310,582	199,861	284,031	53,100	54,100	57,300	59,400	1,551,282	2,584,275
St. Paul, Minn. & Man.	224,830	274,145	291,202	345,057	226,695	300,675	57,942	64,404	36,530	79,401	2,460,549	3,004,008
St. Paul & Sioux City.	110,433	152,700	121,618	153,344	109,260	150,289	20,149	31,180	.....	.....	1,037,324	1,377,300
Scioto Valley.....	28,125	31,733	30,249	30,172	26,251	28,751	6,119	5,306	.....	.....	268,147	297,049
Wab., St. Louis & Pac.	936,222	1,177,134	1,198,076	1,526,475	864,057	1,105,616	227,385	239,469	.....	.....	8,357,547	11,512,958

\* For three weeks only.

† July 1 to latest date.

## Railroad Law.

**NEGLIGENCE—FAILURE TO MAINTAIN FLAGMAN OR GATE AT RAILROAD CROSSING, IN ABSENCE OF MUNICIPAL REQUIREMENTS, MAY BE.**

In an action for injuries received by plaintiff who were travelling in the highway at a crossing of defendant's railroad, by reason of defendant's negligence, it was claimed that defendant was negligent in not having a gate or a flagman at the railroad crossing. It appeared that no proper authority had ever required the establishment of a flagman or gate at this crossing. The court below ruled that it was competent for the jury, under the declaration, to consider whether the defendant had used such reasonable care, in addition to the ringing of the bell or the blowing of the whistle required by the statutes, as the safety of travellers demanded at this particular crossing. Held, that the ruling was correct, as recognized by numerous decisions. These cases all rest on the common-law rule that when there are different public easements to be enjoyed by two parties, at the same time and at the same place, each must use his privilege with due care not to injure the other. The rule applies to grade crossings, because the traveller and the railroad each has common rights in the highway at those points. The fact that the Legislature has seen fit for the additional safety of travellers imperatively to require the corporation to use certain warnings at such crossings, does not relieve it from the duty of doing whatever else may be reasonably necessary. *Bradley vs. Boston and Maine R. Co.*, 2 Cush. 539; *Linfield vs. Old Colony R. Co.*, 10 id. 562; *Norton vs. Eastern R. Co.*, 113 Mass. 366; *Favor vs. Boston and Lowell R. Co.*, 114 id. 351. Even though the proper authorities had never required the maintenance of a gate or flagman at the crossing in question, the defendant was still under the rule which requires the exercise of reasonable care on its part; and the jury could not be limited in their inquiries by the fact that a gate or a flagman has never

been ordered, however proper it might be for them to take that fact into consideration. *Eaton vs. Fitchburg Railroad Co.* Opinion by Colt, J.

**CARRIER OF PASSENGERS—INJURY TO PASSENGER ON STREET RAILROAD—CONTRIBUTORY NEGLIGENCE—SITTING ON FRONT PLATFORM.**

Plaintiff's intestate, a passenger on defendant's street railroad car, when the car was approaching a draw-bridge sat down on the front platform. He was told by the driver of the car that he had better not sit in that place, as it was against the rules of the defendant and unsafe, to which he made a reply not understood by the driver. He continued to occupy his position while the car was detained at the bridge some fifteen minutes by an open draw; and remained there until he fell from the car after it had passed the bridge, receiving the injuries whereof he died. There were notices posted upon the car forbidding passengers to be upon the platforms and that the defendant would not be responsible for the safety of passengers while there. In an action for such injuries, held, that the defendant was not liable. It was for the plaintiff to prove that the intestate was free from negligence contributing to the injury which he received. Plaintiff could recover if the case presented failed to disclose the exercise on his part of ordinary care, as judged of in the light of common knowledge and experience. The rule is to be applied which requires the exercise of such care as men of common prudence usually exercise in positions of like exposure and danger. The question is in most cases a question to be submitted to the jury, but when the circumstances are not complicated, and the undisputed evidence discloses conduct which would be condemned as careless by men of common prudence, it is the duty of the judge to instruct the jury to find a verdict for the defendant. *Garrett vs. Manchester and Lawrence R. Co.*, 18 Gray, 601; *Gahagan vs. Boston & Lowell R. Co.*, 1 Allen, 187; *Todd vs. Old Colony R. Co.*, 7 id. 207. The evidence in this case wholly failed to show that

intestate was in the exercise of due care. He was a passenger occupying an exposed and unusual place in a constrained and awkward position, against the rules of the road and the warning of the driver. The case differs from *Messel vs. Lynn and Boston R. Co.*, 8 Allen, 234. A street railway corporation has a right to make all reasonable regulations for the safety of passengers. A rule prohibiting passengers from riding on the front platform is a reasonable regulation; and one who knowingly violates it, without some reasonable excuse or necessity, cannot be said to be free from negligence, if the act contributes to his injury. There could be no doubt that the negligence of intestate contributed to the injury which he suffered. *Wills vs. Lynn and Boston Railroad Co.* Opinion by Colt, J.

**NEGLIGENCE—OMISSION TO RING BELL AND KEEP FLAGMAN AT STREET CROSSING IF NOT CONTRIBUTING FROM INJURY FROM RAILROAD TRAIN NOT NEGLIGENCE.**

In an action against a railroad company for injury to plaintiff, a boy ten years old, caused by being run over early in the evening by defendant's engine at a street crossing, it was claimed that no bell was rung when the engine approached the crossing. It appeared, however, that plaintiff saw the engine, which was backing, approaching and tried to run across in front of it, but his foot caught between a rail and the planking and he fell down and was run over. Held, that as the object of ringing a bell upon an engine is to warn people of its approach, it was not negligence contributing to the accident to omit to ring it, as plaintiff had all the notice that ringing would have given. A flagman was usually kept at this crossing, but he was absent on this occasion. It was not the duty of defendant to keep a flagman at that crossing and plaintiff did not know that one had been usually kept. Held, that there was no negligence on the part of the defendant in this particular. *McGrath vs. New York Central, etc., R. Co.*, 59 N. Y. 468; *S. C.*, 63

1d. 522. The regular fireman was not on the engine at the time, and there was no light on the rear of the engine and it was dark. Held, as it appeared that plaintiff plainly saw the engine approaching, there was no negligence. Judgment reversed and new trial granted. *Pakalinsky vs. New York Central and Hudson River Railroad Co.*, appellant. Opinion by Earl J. Folger, C. J., and Rapallo and Miller, J.J., concurred; Andrews, Danforth, and Finch, J.J., dissented. [Decided Nov. 9, 1880.]

#### Organization.

—Articles of association of the Portage and Baraboo Railroad Company were filed with the Secretary of State of Wisconsin on the 15th inst. The capital stock is \$250,000, and the incorporators are among the solid men of Portage and Baraboo.

—The Texas, Santa Fe and Northern Railroad Company recently chartered under the laws of New Mexico with a capital of \$12,000,000 elected the following officers Dec. 21: Mr. Charles J. Lowry, of New York, President; Mr. Bernard Seligman, Vice-President; Mr. Charles H. Gildersleeve, Secretary, and Mr. Lehman Spiegelbergh, Treasurer.

—The incorporators of the Long Island Electric Light Company, capital \$300,000, are Messrs. A. Ames, V. K. Spear, J. J. Anderson, J. H. Flegg, C. F. MacKenzie, J. F. Williams, B. I. Butler, C. C. Wyman, and W. H. M. Sistare. Mr. Ames and others have also filed articles of incorporation for the Manhattan Electric Light Co., capital \$600,000.

—Articles of consolidation were filed with the Secretary of State of Kansas on the 16th inst. by the officers of the Kansas City, Lawrence and Southern Railroad, the Southern Kansas and Western Railroad, and the Sumner County Railroad. The name of the new company is the Kansas City, Lawrence and Southwestern.

#### Broadway Underground Road.

The General Term of the Supreme Court has denied the application made by Mr. George Ticknor Curtis, a few weeks ago, on behalf of the Broadway Underground Railroad Company, for the appointment of Commissioners under the statute. The Court says:

"The petition states that an application has been made for the consent of the owners of one-half in value of the property bounded on Broadway along the line of the proposed tunnel and railroad, and that for the reason set forth in the affidavit of Walter J. Morris thereto annexed, such consent has not been given. The affidavit of Mr. Morris fails to show that any personal application has been made to such owners and that any actual refusal has been given. The affiant simply states that he has endeavored to obtain the consent of one-half in value of the property owners and has not obtained such consent, and that he believes such consent cannot be obtained, because the property owners prefer that the railroad should be built under the guarantees that would be afforded by the proceedings under the statutes for the appointment of Commissioners. This we cannot accept as a compliance with the requirements of the statute. It must be shown affirmatively by a statement of the facts what application, to which consent has been refused, has been made, and to whom, and that persons to whom the application was made are in fact owners of at least one-half of the property bounded on the proposed railroad, so that the Court can judge, and not the affiant, whether there has been such an application and such a refusal as the statute requires. The very general statements of the petition and affidavit do not confer jurisdiction upon the Court to appoint the Commissioners. The motion therefore must be denied, but with-

out prejudice to further proceedings after the requirements of the statute shall have been complied with."

#### Manufacturing.

—The Harrisburg Car Manufacturing Company are turning out 50 cars per week.

—The only cement mills on the Pacific coast are at Benicia, Salano Co., Cal.; they make about 140 barrels of cement a day.

—Messrs. Riehle Bros., Philadelphia, are busy on orders for the scales and testing machines of which they are the sole manufacturers. They have recently placed improved machinery in their works which greatly facilitates the prompt filling of orders.

—The Indianapolis R. R. Link & Pin Co., Indianapolis, and Messrs. Westlake & Co., Warren, O., manufacturers of merchant bar and band iron, have consolidated; the former company moving its machinery to Warren, where the combined enterprises will work together.

—The report of the Superintendent of the Cincinnati Chamber of Commerce says that the total production of pig-iron in nine States tributary to that city during the past year was 876,000 tons, showing an increase of 150,000 tons over the preceding year. Of this increase Missouri made 37,000 tons; Michigan, 31,000; Ohio, 27,000; West Virginia, 20,000; Tennessee, 13,000; Indiana, 11,000; Alabama, 8,000; Georgia, 4,000. Kentucky showed a decrease of 1,400 tons. The aggregate sales here of pig-iron from first hands, to go actually into consumption, amounted to 150,000 tons an increase of 46,000 tons over the preceding year. The value of the business, at an average price would be \$8,750,000.

#### Buffalo, Pittsburg and Western Railroad.

Representatives of the Pittsburg, Titusville and Buffalo Railway, the Buffalo, Pittsburg and Western Railroad, the Salamanca, Bradford and Allegheny River Railroad of Pennsylvania, the Salamanca, Bradford and Allegheny River Railroad of New York (aggregating 120 miles) and the Titusville and Oil City Railway, (which during the past Summer, built its road from Titusville to Petroleum Center, a distance of 9 miles), met in Philadelphia on the 20th inst., and unanimously agreed to consolidate their interests. A meeting of the stockholders of the Pittsburg, Titusville and Buffalo Railway Co. will be held on the 20th of January to ratify the agreement. The new organization, which is to be known as the Buffalo, Pittsburg and Western Railroad Company, will own 294 miles of road. It will connect the Pittsburg, Titusville and Buffalo Railway with the system of railroads centering in Buffalo, give an increased mileage on coal and other products, give the company 64 miles instead of 14, on the passenger business between Buffalo and Chautauque Lake, extend the market for coal from the Allegheny Valley, and finally to make the road part of a trunk line to the West, giving, by means of the New York, Pennsylvania and Ohio Railroad from Corry, an outlet to Columbus, Indianapolis, and other cities.

Articles of association have been filed in Springfield, Ill., by the St. Louis and Indiana Railroad Company, organized to build a railroad from East St. Louis to Danville, near the Indiana line.

During the past year 400 miles of railroad have been constructed in Ohio.

—Mr. John G. Whittier's seventy-third birthday was celebrated at Danvers, Mass., last week, Friday.

#### Philadelphia Stock Exchange.

Closing Prices for the week ending Dec. 21.

	W.15	Th.16	F.17	Sa.18	M.20	Tu.21
Allegheny Val. 73-100	33	34	36			
Is. Income	33	34	36			
Jamden & Am. 6s, 1885	100					
6s, 1889						
Mort. 6s, 1889						
Jamden and Atlantic						
Preferred						
1st mortgage						
2d mortgage						
Jatawiss						
Preferred	50	50	50	50	50	50
Is. new						
Del. & Bound Brook						
Is.						
Elmira & Williamsport						
Preferred						
East. & B. Top Mt.	8	8				
Preferred						
2d mortgage	36	36	37	37	37	37
Lehigh Navigation	36	36	37	37	37	37
6s, 1884	109	109				
Gold Loan	108	108				
Railroad Loan	116	116				
Conv. Gold Loan						
Consol. Mort. 7s	111					
Lehigh Valley	57	57	57	57	57	57
1st mort. 6s, coupon						
1st mort. 6s, reg.						
2d mort. 7s	121	121				
Consol. mort. 6s	115					
Consol. mort. 6s, reg.						
Little Schuylkill	53	53	53	53	53	53
Minehill & Sch. Haven						
North Pennsylvania	56	56	56	56	56	56
1st mortgage 6s						109
2d mortgage 7s						
Gen'l mort. 7s, coup.						
Gen'l Mort. 7s, reg.	120					
Northern Central	45	45	45	45	45	45
6s, 1885	100	100				
Northern Pacific	33	33	33	33	33	33
Preferred	63	64	64	63	63	63
Pennsylvania R. R.	62	62	62	62	62	62
1st mortgage						
Gen'l mortgage						
Gen'l mort. reg.						124
Consol. mort. 6s	115					
Consol. mort. 6s, reg.						
Penn. State 6s, 3d series						
do. 5s, new						
do. 4s						
Phila. and Reading	26	26	26	26	26	26
1st Mortgage 6s						
Is. of 1895						
Is. new convertible						
Consol. mortgage 7s	123					
Consol. mortgage reg.	123					
Gen'l mortgage 6s	86	86	86	86	86	86
Philadelphia and Erie	20	20	21	21	20	20
1st mortgage, 6s						
2d mortgage, 7s	119	119				
Pittsb., Cin. & St. L.	123	123	123			123
Pittsb., Titusv. & Buff.	17	17	17	18	18	19
Is.	90	89	89	90	91	90
Schuylkill Navigation						
Preferred						
6s, 1872						
6s, 1882	79					77x
United Co. of N. Jersey	180	180	180	181		
Heatonville, (Horse)	19	19				
Chestnut & Wal. (do)						
Green and Coates (do)						

#### Baltimore Stock Exchange.

Closing Prices for the week ending Dec. 21.

	W.15	Th.16	F.17	Sa.18	M.20	Tu.21
Baltim. ore and Ohio	184			188		
6s, 1880						
6s, 1885						
Central Ohio (\$50)	48					
1st mortgage						
Marietta & Cincinnati						
1st mortgage, 7s	120			121	122	121
2d mortgage, 7s	85			85	86	87
3d mortgage, 8s	46			46	47	47
Northern Central (\$50)	45			45	45	45
2d mortgage, 6s, 1885						
3d mortgage, 6s, 1900						116
6s, 1900, Gold	20			113		20
6s, 1901, gold						
Orange and Alex. 1st						
2d mortgage, 6s						
3d mortgage, 6s						
4th mortgage, 6s						
O. Alex. & Manassas	95			95		
Pittsb. & Connellsv. 7s						
Virginia 6s, Consol.	75	75	75	75	77	75
Consol. Coupons						91
10-40 bonds	49	49	49	49	50	50
Deferred Certificates				18	17	15
Western Maryland	8			8		
1st M. end. by Balt.						
2d M. do.						
3d M. do.						
1st M. unendorsed						
2d M. end. Wash. Co.						
3d M. preferred						
City Passenger R. R.						



## New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 22.

	Th.16	F.17	Sat.18	M.20	Tu.21	W.22
Adams Express.....	119	119	120	120	119	
Albany and Susq.....			119			
1st mortgage.....						
2d mortgage.....			108	108		
American Express.....	65	65	63	62		
Atlantic & Pacific Tel. 35	35	34	34	35	36	
Burl. O.R. & Nor.....	70	74	73	74	74	
1st mortgage 6s.....	99	99	98	99	99	
Canada Southern.....	74	74	70	70	70	
1st mortgage guar.....	103	104	103	104	103	
Central of N. Jersey.....	79	80	81	80	81	
1st mortgage 1890.....						
7s, consolidated, ann.113	112		114	114	113	
7s, convertible, ann.....						
7s, income.....	94	93		93		
Adjustment.....	112	113	113	112	112	
Central Pacific.....	85	84	84	84	84	
6s, gold.....		117	117			
1st M. (San Joaquin).....						
1st M. (Cal. and Or.).....						
Land grant 6s.....						
Chesapeake and Ohio.....	23	23	23	23	23	
Chicago and Alton.....	144	153	155	153	153	
Preferred.....	147		160			
1st mortgage.....						
Sinking Fund.....						
Ohio, Burl. & Quincy 174	173	173	173	173	174	
7s, Consol. 1903.....	130		131	130	130	
Ohio, Mil. and St. Paul 113	114	114	112	112	112	
Preferred.....	113	123	123	122	122	
1st mortgage, 6s.....						
1d mortgage, 7 & 10s.....						
7s, gold.....						
1st M. (La Crosse div.).....						
1st M. (I. and M. div.).....	122		123	123		
1st M. (I. and D. div.).....						
1st M. (C. & M. div.).....	125	124	124			
Consolidated S. F. 122	126	125	123	122	124	
Om. & Northwestern 124	140	140	146	139	140	
Preferred.....						
1st mortgage.....	109	110	110			
Sinking Fund 6s.....	113	115				
Consolidated 7s.....	127	128				
Do. reg.....	126	126	126	126	126	
Ohio, Rock Isl. & Pac. 158	158	158	158	158	158	
6s, 1917, c.....	128					
Olev., Col. & Ind. 88	88	90	89	89	89	
1st mortgage.....	126					
Olev. & Pittsburg guar.....	126	126				
7s, Consolidated.....						
4th mortgage.....						
Col., Chi. & Ind. (Cent 20)	20	21	20	20	20	
1st mortgage.....		108			108	
2d mortgage.....						
Del. & Hudson Canal. 91	91	92	90	90	91	
Reg. 7s, 1891.....						
Reg. 7s, 1894.....						
7s, 1894.....	108	108	108	108	108	
Del., Lack. & Western 105	105	105	105	105	105	
1d mortgage 7s.....						
7s, Consol. 1907.....						
Erie Railway.....						
1st mortgage.....						
2d mort. 6s, ext.....						
3d mortgage.....						
4th mort. 6s, ext.....	107				107	
5th mortgage.....						
7s, Consol. gold.....	128		130		129	
Great Western 1st mort.....						
2d mortgage.....	108	108			108	
Hannibal & St. Joseph 48	46	49	47	47	48	
Preferred.....	98	98	100	98	98	
7s, Convertible.....		111			113	
Houston & Tex. Cent. 70	70		73	73	73	
1st Mortgage.....						
Illinois Central.....	121	123	124	124	124	
Lake Shore & Mich. Ho. 127	128	129	128	129	131	
Consol. 7s.....	130					
Consol. 7s, reg.....	123				125	
2d Consolidated.....						
Leh. & W.B. 7s, Con.....						
Long Dock bonds.....		118				
Louisville & Nashville. 83	84	85	87	87	87	
7s, Consolidated.....						
Manhattan.....	34	35	35	38	37	
Metropolitan Elevated. 110	111	113	114	115	115	
1st Mortgage.....	105	105	108	108	105	
Michigan Central.....	119	120	121	121	122	
7s, 1902.....						
M. S. and N. I. 1st, S.F. 109		109	109		109	
Morris and Essex.....	110	110	110	110	110	
1st mortgage.....						
2d mortgage.....						
7s of 1871.....						
7s, Convertible.....						
7s, Consolidated.....						
N. Y. Cent. & Hud. Riv 144	145	145	144	144	145	
6s, Sinking fund, 1883.....						
6s, Sinking fund, 1887.....						
1st mortgage.....	137		137	137		
1st mortgage, reg.....						
N. Y. Elevated.....	117	124	124	125	125	
1st mortgage.....		117	117	118		
N. York and Harlem.....						
1st mortgage.....						
2d mortgage.....						
1st mortgage, reg.....	133					

## New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 22.

	Th.16	F.17	Sat.18	M.20	Tu.21	W.22
N.Y., Lake Erie & W. 47	48	48	47	47	48	
Preferred.....	79	80	80	80	81	
2d Consolidated.....	93	93	93	93	94	
New 2d 5s fund.....	94	94	93	95	96	
N.Y., N. Haven & Hart 173						
North Missouri 1st M.....						
Northern Pacific.....	34	33	33	33	33	
Preferred.....	66	63	64	63	64	
Ohio and Mississippi. 36	36	36	34	37	37	
Preferred.....	39		91	91	90	
2d mortgage.....	122					
Consolidated 7s.....	118				119	
Consol. Sinking fund 118						
Pacific Mail S. S. Co. 62	62	62	62	62	61	
Pacific R. R. of Mo.....						
1st mortgage.....					108	
2d mortgage.....					116	
Panama.....						
Philadelphia & Reading 51	52	52	53	51	52	
Pitts., Ft. W. & Chi. 61						
1st mortgage.....					140	
2d mortgage.....						
Pullman Palace Car.....	123				123	
Quicksilver Mining Co.....	12	12	14	12		
Preferred.....	45	49	50	52	51	
St. Louis & San Fran.....	45	46	45	45	44	
Preferred.....	61	63	61	60	60	
1st Preferred.....	91	94	97	96	96	
St. L., Alton and T. H.....	23	24	24	25	23	
Preferred.....			109		109	
1st mortgage.....						
2d mort. preferred.....						
Income bonds.....						
St. L., Iron Mt. & S. A. 50	51	55	55	54	55	
1st mortgage.....	105	105	107	107	108	
2d mortgage.....	106	107	107	108	108	
Tol., P. & W. 1st E. D.....						
1st mort. West. Div.....	108	107	106	106	107	
Union Pacific.....	107	108	107	107	108	
1st mortgage.....	115	116	117	117	118	
Land Grant 7s.....						
Sinking Fund 8s.....	121				122	
United States Express. 52	52	52			52	
Wabash.....						
1st mortgage.....	122					
2d mortgage.....	108				108	
7s, Consolidated.....	109	109	110		112	
St. Louis Division.....	110					
Wabash, St. L. & Pac. 43	44	45	44	43	44	
Preferred.....	40	45	45	44	41	
New Mort. 7s.....						
Wells-Fargo Express. 113	113	113	113	113		
Western Pacific bonds.....						
Western Union Tel. 78	82	80	78	80	80	
7s, S. F. conv., 1000.....	115		115		116	

## Boston Stock Exchange.

Closing Prices for the week ending Dec. 22.

	Th.16	F.17	Sat.18	M.20	Tu.21	W.22
Atch., Top. and Sap. Fe. 143	143	144	142	141	142	
1st mortgage.....	122	122				
2d mortgage.....						
Land Grant 7s.....	161	160	160	160	160	
Boston and Albany.....						
7s, reg.....	116				113	
Boston and Lowell.....	145	145	146	145	146	
Boston and Maine.....	151				152	
Boston and Providence.....	46	46	46	45	46	
Boston, Hart. & Erie 7s 46						
Burl. & Mo. R. L. G. 7s.....						
Burl. & Mo. R. in Neb.....		112			112	
6s, exempt.....		87				
4s.....	173	173	173	173	174	
Chi., Burl. and Quincy 173						
7s.....	18	18	18	18	20	
Chi., Sand. and Olev.....						
Concord (50).....						
Connecticut River.....	32	33	23	36	37	
Eastern.....	99	99	99	99	101	
New 4s Bonds.....	140	140	140	139	140	
Fitchburg.....						
Kan. O., Top. & West.....						
Michigan Central.....	120				121	
N. Y. & New England. 43	43	44	43	43	44	
7s.....						
Northern, N. H.....	108				106	
Norwich & Worcester.....						
Ogden & Lake Cham. 22		22	23	23	23	
Preferred.....	78	80				
Old Colony.....	126	127	128	128	125	
Ph., Wil. & Balt. (50).....	71	71	71		71	
Port'd, Saco & Ports.....						
Pueblo & Ark. Val.....						
7s.....	117				117	
Pullman Palace Car.....	122	122	122	122	123	
Union Pacific.....	108	108	108	107	109	
4s.....	113				113	
Land Grant 7s.....	112				118	
Sinking Fund 8s.....						
Vermont and Canada.....					115	
Vermont and Mass.....					125	
Worcester and Nashua.....	87				84	
Cambridge (Horse).....	122				66	
Metropolitan ( ).....	89				70	
Middlesex ( ).....						
Cal. & Reels Mining Co.....	250	250	252			
Quincy.....	39	39	39	39	40	

## New York Stock Exchange.

Closing Prices for the week ending Dec. 22.

Th.16.F.17.Sat.18.M.20.Tu.21.W.22.

FEDERAL STOCKS:						
U. S. 4s, 1907, reg.....	112	112				112
U. S. 4s, 1907, coup.....	113	113			113	113
U. S. 4s, 1891, reg.....	111					111
U. S. 4s, 1891, coup.....	111				111	111
U. S. 5s, 1881, reg.....						
U. S. 5s, 1881, coup.....	102					
U. S. 5s, 1881, reg.....						
U. S. 5s, 1881, coup.....	104					
U. S. 6s, 1880, reg.....						
U. S. 6s, 1880, coup.....						
U. S. 6s, 1880, reg.....						
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July 1, 1880; principal due July 19, 1910. No 1 to 4,500, each, \$1,000.

The closing quotations on Thursday were: Adams Express, 119@120; American Express, 63@63½; American District Telegraph, 60½@62; American Union Telegraph, 70½@71½; Canada Southern, 76½@76½; Central of New Jersey 81½@81½; Central Pacific, 87½@87½; Chicago and Northwestern, 125½@126; do. pref., 140@140½; Chicago, Burlington and Quincy, 176½@177; Chicago, Milwaukee and St. Paul, 112½@112½; do. pref., 122½@123½; Chicago, Rock Island and Pacific, 135½@137; Columbus, Chicago and Indiana Central, 20½@21; Cleveland, Columbus, Cincinnati and Indianapolis, 89@89½; Hannibal and St. Joseph 49½@50; do. pref., 108½@108½; Illinois Central, 125½@125½; Lake Erie and Western, 87½@88; Lake Shore and Michigan Southern, 132@132½; Michigan Central, 122@122½; Metropolitan Elevated, 114@114½; New York Elevated, 123@124; New York, Lake Erie and Western, 48½@48½; do. pref., 82½@82½; New York, Ontario and Western, 81½@81½; Ohio and Miss., 87½@87½; do. pref., 91@92; Pacific Mail, 52@52½; St. Louis, Iron Mountain and Southern, 54½@54½; Union Pacific, 108½@108½; United States Express, 52@52½; Wells Fargo Express, 114½@115; Western Union Telegraph, 81@81½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

**New York.**—Atchison, Topeka and Santa Fe, 143; Am. Dock and Imp. 7s, ass., 122½; Boston and New York Air Line, 46; Boston, Hartford and Erie 1st, 46½; Chicago, St. Louis and New Orleans, 41; Chicago, St. Paul, Minn. and Omaha, 48½; do. pref., 97½; do. consol., 108; Chesapeake and Ohio 1st pref., 82; do. 2d pref., 24½; do. 1st, Series B, 78½; do. cur. int., 48; Central Iowa 1st pref., 77½; do. 1st mort., 113½; do. debent. certifi., 89; Cedar Falls and Minnesota, 18; Chicago, Milwaukee and St. Paul 1st, La Crosse and Dav. div., 101; do. Southern Minn. div., 108½; do. Chicago and Pacific div., 109½; do. B. W. div. 6s, 109; Clev., Col., Cin. and Ind. consol., 117; Chicago, St. Paul and Minn. L. G. inc., 117; do. 1st, 109; Chicago and Northwestern Int. bonds, 105; Col., Chi. and Ind. Cent. 1st mort. Trust Co. certifi. ass., sup., 105½; do. Inc., 64; Cincinnati and Springfield 1st guar. by Clev., Col., Cin. and Ind., 116; Chicago and Alton Inc., 106; Dubuque and Sioux City, 75½; Denver and Rio Grande, 80½; do. 1st, 115; do. consol., 114½; Denver, South Park and Pacific 1st, 107½; Frankfort and Kokomo 1st, 103½; Galveston, Harrisburg and San Antonio 1st, 108; Houston and Texas Central 2d, M. L., 115½; do. 1st, Western div. 112; International and Gt. Northern, 50; do. 1st, 107; do. 2d inc., 89½; Ind. Bloom. and Western Inc., 66; do. 1st, 79½; do. 2d, 69½; Indianapolis, Decatur and Springfield 1st, 105; do. 2d inc., 60½; Illinois and Southern Iowa 1st, 105; Keokuk and Des Moines, 15; do. pref., 41; Kansas Pacific, 1st consol., 102½; do. do. 6s, 1896, 102½; do. 6s, Denver Div. ass., 106; do. with coupon certifi., 118½; Louisville and Nashville Gen'l mort., 6s, 101½; do. 2d New Orleans and Mobile div., 104; Lehigh and Wilkesbarre income, 83½; do. consol.

ass., 106; Louisville, New Albany and Chicago, 44; Lake Erie and Western, 38; do. inc., 70½; do. 1st, 107½; Laf., Bloom. and Muncie 1st, 105; Manhattan Beach, 35; Mobile and Ohio, 21½; do. 1st debent., 87; do. 2d debent., 51; do. 3d debent., 41½; do. 1st mort., 106; Missouri, Kansas and Texas, 46½; do. consol. ass., 114; do. 2d, 78½; Marietta and Cincinnati 1st pref., 9½; do. 2d pref., 6½; Michigan Central 8s, 115; Missouri Pacific 1st consol., 105; Nashville, Chattanooga and St. Louis, 77½; New York, Ontario and Western, 81½; New Orleans and Texas, 29½; New York, Pennsylvania and Ohio Inc., 59½; New York and Manhattan Beach 1st, 108; New York, Lake Erie and Western Inc., 87; Ohio Central, 24½; do. inc., 59½; do. 1st, 104; Oregon Railway and Nav., 180; do. 1st, 108; Ohio and Mississippi 1st, Springfield div., 117; Peoria, Decatur and Evansville, 27½; do. inc., 75; Rome, Watertown and Ogdensburg, 28; do. 1st consol., 78½; St. Paul, Minn. and Man., 78; do. 1st, 111½; do. 2d, 102; St. Paul and Duluth, 35; do. pref., 66; St. Louis and Iron Mt., 1st pref. inc., 92; do. 2d pref. inc., 76½; do. Arkansas Branch 1st, 108; do. Cairo and Fulton 1st, 114; do. Cairo, Ark. and Texas 1st, 114; St. Louis and San Francisco, Class A, 99½; do. B, 88; do. C, 86½; do. Equip., 101½; St. Paul and Sioux 1st, 109½; South Pacific of Mo. 1st, 105½; Southern Pacific of California, 1st, 102½; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 104; do. Omaha div., 120; do. Clarinda Branch, 97; Texas and Pacific, 45; do. Inc. L. G., 76; do. 1st Rio Grande div., 97½; Texas and St. Louis 1st, 92½; Alabama, Class A, 75; do. C, 88½; Arkansas 7s, R. R., 12; do. 6s, Fund Act, 24; North Carolina 6s, S. T., 5; Tennessee 6s, new, 49; do. old, 50; Virginia 6s, old, 81; do. 6s, consol., ex mat. coup., 75½; Canton Co., 51; American Union Tel., 72; Am. Dist. Tel., 60½; Sutro Tunnel, 1½; Consolidation Coal, 85; New Central Coal, 29; Maryland Coal, 21½; Colorado Coal and Iron, 31; do. 6s, 84½; New York and Stratville, 66½; Pennsylvania Coal, 213½; Elk Lick, 45½; Central Mining, 4½; Caribou, 2½; Excelsior, 6; Little Pittsburgh, 2½; La Plata, 9; Ontario, 38½; Standard, 22; Starmont, 3; Silver Cliff, 2½.

**Philadelphia.**—Am. S. S. Co. 6s, 110½; Bell's Gap 1st mort. 7s, 105; Chesapeake and Delaware Canal 6s, 87; Central Transp., 49½; Connecting R. R. 6s, 115½; Catawissa new pref., 47½; Erie and Western Transp. 6s, 102½; Huntingdon and Broad Top Mt. consol. 7s, 67; Morris Canal pref., 165½; Nequehoning Valley, 56; Oil Creek 1st mort. 7s, 102½; Pennsylvania Canal 6s, 95; Pittsburgh, Titusville and Buffalo pref., 25½; Philadelphia and Reading C. & I. mort. 7s, 63; People's Pass. R. W. 7s, 104; Pennsylvania div. scrip, 123; Pittsburgh Av. 7s, 1885, 109; Philadelphia and Reading scrip, 62; do. Gen'l mort. 6s, 87½; Pennsylvania and New York Canal 7s, 1906, 121; St. Paul and Duluth, 34; do. pref., 66; Shamokin, Hazleton and Wilkesbarre 5s, 88½; Texas and Pacific, 43½; do. 1st mort. 6s, 108½; do. consol. mort. 6s, 99½; Union and Titusville 7s, 100; West Jersey and Atlantic 6s, 105. The latest quotations are: City 6s, 110@111; do. free of tax, 127½@130; do. 4s, new, 106½@110; Pennsylvania State 6s, 2d series, 101@102; do.

3d series, 108½@—; do. 5s, new loan, 116@117½; do. 4s, new, 108½@111; Philadelphia and Reading, 25¾@25¾; do. consol. mort. 7s, coup. 123@125; do. reg., 123@—; do. mort. 6s, 117@—; do. 7s, 1893, 119@122; United New Jersey R. R. and Canal, 180@181; Pittsburgh, Titusville and Buffalo R. R., 18½@19; do. 7s, 90@91½; Camden and Amboy mort. 6s, 1889, 114@—; Pennsylvania R. R., 62½@63½; do. 1st mort., 102½@102½; do. gen'l mort., coupon, 125@125½; do. reg., 124@—; do. consol. mort. 6s, reg., 118@—; Little Schuylkill R. R., 53½@55½; Morris Canal, 60@61; do. pref., 164@167; Schuylkill Nav., —@5; do. pref., 9¾@10½; do. 6s, 1882, 77@80; do. 1872, 103@105; Elmira and Williamsport pref., 52@—; do. 6s, 111¾@114; do. 5s, 89@—; Lehigh Coal and Navigation, 37½@37½; do. 6s, 1884, 109½@110; do. R. R. loan, 118¾@116; do. Gold Loan, 109½@109¾; do. consol. 7s, 110½@111½; Northern Pacific, 83½@83½; do. pref., 63¾@64; North Pennsylvania, 55½@56½; do. 6s, 109¾@110; do. 7s, 119@121; do. Gen'l mort. 7s, reg., 120½@122; Philadelphia and Erie, 20½@20½; do. 6s, 101½@102; do. 7s, 118¾@119; Minehill, 58@58½; Catawissa, 13½@14; do. pref., 50@50½; do. new pref., 47½@48½; do. 7s, 1900, 114@—; Lehigh Valley 56¾@57; do. 6s, coupon, 120@123; do. reg., 120¼@122; do. 2d mort. 7s, 131@131½; do. consol. mort., 115@119; Fifth and Sixth streets (horse), 125@—; Second and Third, 114@115; Thirteenth and Fifteenth, 70@73; Spruce and Pine, 55@57; Green and Coates, 99@103; Chestnut and Walnut, 83@90; Hestonville, 19½@—; Germantown, 70@—; Union, 110@115; Lombard and South, 12½@18; West Philadelphia, 78@—; People's, 16@18½; Continental, 100@101.

**Baltimore.**—Atlantic Coal, 1.40; Baltimore City 5s, 1900, 116; do. 5s, 1894, 115; do. 1918, 117; do. 6s, 1890, 116½; Chesapeake and Ohio Canal 6s, 80; George's Creek Coal, 95; Norfolk Water 8s, 123; Northern Central 5s, 100; North Carolina 4s, 83½; South Side (Va.) 3d., 101; Winchester and Potomac, 111½. The latest quotations are: Atlanta and Charlotte, —@35; Central Ohio, 48½@49½; Canton Co. 6s, gold, 115@—; Baltimore and Ohio, 175@184; do. 6s, 1885, 109@110; Northern Central, 45@45½; do. 6s, 1900, gold, 116@—; do. 6s, 1904, gold, 113½@—; do. 5s, 1926, 99½@100; Marietta and Cincinnati 1st mort., 1892, 120¾@122; do. 2d mort. 7s, 86¾@87½; do. 8d mort. 8s, 47¾@47¾; Pittsburgh and Connellsville 7s, 122@124; Orange and Alexandria 1st 6s, 114½@—; do. 2d 6s, 117@120; do. 3d 8s, 95@—; do. 4th, —@60; Orange, Alex. and Manassas 7s, 96@100; Virginia consol. 6s, 75½@75½; Virginia 10-40 bonds, 50¾@50¾; Virginia consols coupons Jan. 1881, 88@95; City 6s, 1884, 106½@—; do. 6s, 1890, 116@—; do. 6s, exempt —@125; do. 5s, 1894, 114½@115½; do. 5s, 1916, 117@—; do. 5s, 1900, 115½@116½; Wilmington, Columbia and Augusta 6s, 104½@105; Richmond and Danville R. R., 87½@90; Western Maryland 6s, undorsed, —@112½; do. Washington Co., guar., 111@—; City Pass. R. R., —@41; Union Canal endorsed by Canton Co., 115½@—; Virginia and Tennessee 2d 6s, 104½@105; do. 8s, 122@—.

**Boston.**—Atchison, Topeka and Santa Fe 4½s,



93 $\frac{1}{2}$ ; do. 6s, 1909, 93 $\frac{1}{2}$ ; Atchison and Nebraska 7s, 1907, 114; Boston and Maine 7s, 1893, 125; Boston, Revere Beach and Lynn, 107 $\frac{1}{2}$ ; Boston Land, 7 $\frac{3}{4}$ ; Maverick Land, 8 $\frac{1}{2}$ ; New Hampshire Land, 4; Brookline Land, 4; Boston Water Power, 9 $\frac{3}{8}$ ; Boston, Clinton, Fitchburg and New Bedford pref., 21 $\frac{1}{2}$ ; Burlington and Missouri River R. R. in Nebraska 6s, non-ex-empt, 103 $\frac{1}{2}$ ; Boston and Lowell 5, 1899, 105; Cincinnati, Sandusky and Cleveland 7s, 101; Chicago and West Michigan, 77 $\frac{1}{2}$ ; Chicago, Milwaukee and St. Paul, 6s, Wisconsin Valley div., 103 $\frac{1}{2}$ ; do. 6s, Dubuque div., 106; Connecticut and Passumpsic Rivers R. R., 87; Concord R. R., 95 $\frac{3}{4}$ ; Cheshire pref., 63 $\frac{1}{4}$ ; Cape Cod 7s, 1881, 100 $\frac{1}{2}$ ; Chicago and Iowa 8s, 1901, 91; Cedar Rapids and Missouri River R. R., 139 $\frac{3}{4}$ ; do. 7s, 1891, 87 $\frac{1}{4}$ ; Chicago, Iowa and Nebraska, 138; Detroit and Bay City R. R. 8s, 92 $\frac{1}{2}$ ; Detroit, Lansing and Northern pref., 108 $\frac{1}{2}$ ; Essex R. R. 6s, 1886, guar. by Eastern R. R., 106 $\frac{1}{2}$ ; Eastern (N. H.) R. R., 90 $\frac{1}{4}$ ; Flint and Pere Marquette 25 $\frac{1}{2}$ ; do. pref., 81; Iowa Falls and Sioux City R. R., 55 $\frac{1}{2}$ ; Illinois Grand Trunk 8s, 1890, 115 $\frac{1}{2}$ ; Jackson, Lansing and Saginaw 8s, 1891, green, 114 $\frac{3}{8}$ ; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 109 $\frac{3}{4}$ ; Kansas City, Fort Scott and Gulf, 78; do. pref., 125; do. 7s, 112; Kansas City, Lawrence and Southern, 90 $\frac{1}{2}$ ; do. 4s, 100 $\frac{1}{4}$ ; Little Rock and Ft. Smith, 63; do. 7s, 110; Louisiana and Missouri River R. R., 11 $\frac{1}{2}$ ; Marquette, Houghton and Ontonagon, 33; do. pref., 72; do. 6s, 99; Massawippi Valley R. R., 77 $\frac{1}{4}$ ; Metropolitan Horse R. R. 7s, 1884, 108 $\frac{1}{2}$ ; Nashua and Rochester, 61 $\frac{1}{2}$ ; New Mexico and Southern Pacific 7s, 1899, 115 $\frac{3}{4}$ ; Ogdensburg and Lake Champlain income, 6s, 36 $\frac{1}{4}$ ; do. consol. 6s, 90; do. 6s, 1897, 101; Old Colony 5s, 1884, 102; Omaha and Southwestern 8s, 1896, 128; Portsmouth, Gt. Falls, and Conway, 18 $\frac{1}{2}$ ; Pullman Palace Car 7s, 1888, 107 $\frac{1}{2}$ ; Quincy and Warsaw 8s, 1890, 116; Quincy, Alton and St. Louis 5s, 1896, 90; Republican Valley def., 98; do. 6s, W. D., 103 $\frac{3}{4}$ ; Rutland, 5 $\frac{1}{2}$ ; do. pref., 29 $\frac{3}{4}$ ; do. 6s, 99; Summit Branch, 21; Terre Haute and Southwestern 7s, 1907, 102 $\frac{1}{2}$ ; Vermont Central 8s, 1902, inc. and ext., 66; Wisconsin Central, 16 $\frac{1}{2}$ ; do. pref., 36; Cook Co., Ill., 6s, 1889, 115 $\frac{3}{4}$ ; do. 1892, 116@117 $\frac{1}{4}$ ; Massachusetts 5s, 1893, 116 $\frac{1}{4}$ ; do. 1883, gold, 104 $\frac{1}{2}$ ; New Hampshire 6s, 1904, 120; do. 1894, 120 $\frac{1}{4}$ ; Toledo 8s, 1882, 104 $\frac{1}{4}$ ; Atlantic Mining Co., 19; Allouez, 4; Aztec, 1 $\frac{1}{4}$ ; Brunswick Antimony, 21 $\frac{1}{4}$ ; Blue Hill, 3 $\frac{3}{4}$ ; Catalpa, 2 $\frac{1}{4}$ ; Copper Falls, 15 $\frac{1}{4}$ ; Central, 42 $\frac{1}{2}$ ; Duncan, 3 $\frac{1}{2}$ ; Douglass, 2 $\frac{3}{4}$ ; Franklin, 17 $\frac{3}{8}$ ; Huron, 6; Harshaw, 7; Meenard, 1 $\frac{1}{4}$ ; National, 2 $\frac{1}{2}$ ; Osceola, 38 $\frac{1}{2}$ ; Pewabic, 23 $\frac{1}{2}$ ; Phoenix, 3; Ridge, 7; Sullivan, 6 $\frac{1}{2}$ ; St. Clair, 3; Silver Islet, 35 $\frac{1}{2}$ ; South Hite, 30; Wankeag, 3 $\frac{1}{4}$ .

#### Port Huron and Northwestern Railroad.

A letter from A. L. Reed, Chief Engineer of the Port Huron and Northwestern Railroad, says:

Our company has completed the earthwork upon the Marlette branch to Marlette, Mich., 33 miles from the main line, and is laying iron at the rate of three-quarters to one mile per day. With reasonably favorable weather the iron will be all down by January 1, which will make 66 miles of new lines built by the company since March

10, 1880. Business on the main line opens much better than was anticipated, and on the branch business is only waiting for the rails to be put down. When we reach Marlette the company will have 100 miles in operation, which is doing well for an entirely local enterprise, commencing October 22, 1878, and paying all bills promptly every thirty days.

#### Amberg's Cabinet Letter File.

In the offices of railroad companies, and in fact of all business houses, anything which assists in systematizing the routine work or adding to the convenience and expedition of preserving accumulating papers, letters, valuable vouchers, etc., is appreciated and considered worthy of careful examination. One of the most important and valuable devices for preserving papers for ready references is that included in Amberg's systems of letter-filing. The Amberg cabinet letter file has been in use for several years in many prominent business houses and has come to be considered among them not only as a convenience but almost a necessity. The cabinet is a handsome article of furniture and is made in a great variety of designs and sizes. It contains a series of drawers with a most ingenious system of lettering, each drawer being a complete file of itself. Mr. J. T. Granger, of the Union Pacific R. R. office, in writing of it says: "It gives perfect satisfaction and I could not conduct the business of this office without it." Messrs. Fairbanks & Co., says: "We consider it the best system of letter-filing we have seen." The secretary of the Eames Vacuum Brake Co., speaks of it as a first class investment for any business man. Messrs. Cameron, Amberg & Co., manufacturers, 69 Duane st., New York, have issued a handsome catalogue containing descriptions of the cabinet and numerous references as to its merits.

Three stationary steam engines have been constructed at Paterson, N. J., of 150 horse-power each. No piece in either weighs more than half a ton, and they have a link motion, like a locomotive. They are designed for a rolling-mill at Bogota, United States of Colombia, South America, and are constructed in convenient sections, because in the last stages of the journey to their destination they will have to be carried on the backs of mules over the Andes for several hundred miles. On arriving at Bogota the different parts will be set together with screw bolts. Even the driving shaft is in several pieces.

The Virginia Midland Railroad was sold at public auction in Alexandria, Va., on the 20th inst., by Hon. J. S. Barbour, commissioner, to Messrs. R. T. Baldwin, J. Wilcox Brown and Robert Garrett for \$5,600,000. The purchasers represent the syndicate of creditors under the scheme of reorganization adopted some time since. The holders of the obligations of the old company are required to deposit their evidences of indebtedness with the Safe Deposit Company of Baltimore before the 1st January next, or they may be deprived of the benefits of the scheme of reorganization.

The Oil City and Ridgeway Railroad has been purchased by Mr. T. H. Wilson, the Superintendent of the Pittsburgh, Titusville and Buffalo Rail-

road. It runs for eleven miles in a southerly direction from South Oil City through rich, unworked coal lands.

#### Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for November, 1880, as compared with the same month in 1879, shows:

An increase in gross earnings of ..... \$442,916  
An increase in expenses of ..... 395,389

An increase in net earnings of ..... \$47,627

The eleven months of 1880, as compared with the same period in 1879, show

An increase in gross earnings of ..... \$5,545,891  
An increase in expenses of ..... 3,762,603

An increase in net earnings of ..... \$2,783,288

All lines west of Pittsburg and Erie for the eleven months of 1880 show a surplus over liabilities of \$2,883,471, being a gain over the same period in 1879 of \$1,801,193.

#### Chesapeake and Ohio Railway.

At the annual meeting of the stockholders of the Chesapeake and Ohio Railway Company, held in Richmond, Va., on the 16th inst., the following directors were elected for the ensuing year: C. P. Huntington, A. A. Low, A. S. Hatch, Elias Higgins, John Castree, Jesse Hoyt, A. E. Orr, Ezra Wheeler and E. D. Tournier, of New York, and W. C. Wickham and John Echols, of Virginia. The earnings of the road for the past fiscal year, as shown by the report of Vice President Williams C. Wickham, were \$2,514,245. The operating expenses were \$1,945,018. Earnings over operating expenses, \$569,227, being an increase of \$185,018 over the net earnings of 1879. General Wickham refers to the steady improvement in the business of the road, and feels justified in looking forward to a larger increase of business during the next season than ever had before.

The Texas, Santa Fe and Northern Railroad Co., recently chartered under the laws of New Mexico with a capital of \$12,000,000, have decided to contract at once the San Juan division so as to have an immediate connection with the Denver and Rio Grande Railroad for the transfer of freight and passengers. The new road proceeds from Santa Fe northward to Salt Lake City by the valleys of the Chama and San Juan, and southward through Bonanza City, the coal fields of the Pecos Valley, and Texas, to the Gulf at Corpus Christi, with a branch to Colorado east of the Raton Pass and one to Albuquerque. The road will be narrow gauge, and will connect with the Texas narrow gauge now building toward Presidio del Norte.

A deed of trust was placed on the registry of the District of Columbia on the 20th inst., from the Washington City and Point Lookout Railroad Company to the Farmers' Loan and Trust Company of New York. The deed is made to secure the payment of one thousand first mortgage bonds, amounting to \$1,000,000, payable in gold on the 1st of November, 1900, with six per cent interest, payable semi-yearly. The deed conveys all the lands, property, estate, railway ties, rails, depots, bridges, wharves, etc., now owned by the Company.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.....	100	13,500,000	J. & J.	Jan. '81	Louisv. Cin. and Lex.....	50	\$1,023,482	J. & J.	July '80	Ware River.....	100	\$750,000	J. & J.	July '80	
Ashuelot.....	100	210,000	quarterly	Nov. '79	Louisville & Nashville.....	100	8,032,950	Nov. 188	100 stk.	Warren (N. J.).....	100	1,800,000	A. & O.	Apr. '80	
Atch. Top. & Santa Fe.....	100	10,400,000	quarterly	Nov. '80	Louisv. N. Alb. & Ohl.....	100	9,000,000	J. & D.	Dec. '79	Warwick Valley.....	100	228,000	A. & J.	July '80	
Atlanta and West Point.....	100	1,232,200	J. & J.	July '80	Lowell and Andover.....	100	500,000	J. & J.	July '80	Westchester & Phil. pref.....	100	821,300	J. & J.	July '80	
Atlantic St. Lw.....	100	5,000,000	M. & S.	Sept. '80	Lowell and Lawrence.....	100	200,000	A. & O.	Apr. '78	West Jersey.....	100	1,550,750	F. & A.	Nov. '79	
Augusta and Savannah.....	100	1,022,900	J. & D.	June '80	Lykens Valley.....	100	600,000	F.M.A.N.	Feb. '79	Wilmington & Weldon.....	100	1,454,200	J. & D.	Nov. '79	
Avon, Genesee & M. T. M.....	100	225,000	A. & O.	Jan. '78	Manchester and Law.....	100	1,000,000	M. & N.	Nov. '79	Winchester & Potomac.....	100	180,000	J. & J.	July '80	
Baltimore and Ohio.....	100	14,215,800	M. & N.	Nov. '80	Marietta & Cincinnati.....	50	1,408,912	M. & S.	Aug. '80	Winchester & Strasburg.....	100	500,000	J. & J.	July '80	
Washington Br.....	100	1,860,000	A. & O.	Oct. '80	" 1st pref.....	50	8,130,719	M. & S.	Sep. '80	Worcester and Nashua.....	75	1,789,800	J. & J.	Jan. '81	
Berkshire.....	100	800,000	quarterly	Apr. '80	" 2d pref.....	50	4,460,368	F. & A.	Sep. '80						
Boston and Albany.....	100	20,000,000	M. & N.	Nov. '80	Massachusetts.....	100	400,000	F. & A.	Aug. '80						
Bos. Cin. F. & N. Bed. 100	1,297,600	—	—	Oct. '80	Memphis & Charleston.....	25	8,312,725	J. & D.	Jan. '80						
Agricultural Br. guar.....	100	60,000	J. & D.	June '78	Metropolitan Elevated.....	100	6,500,000	quarterly	Jan. '81						
Bost. Conc. & Mont. pref.....	100	800,000	M. & N.	Nov. '80	Michigan Central.....	100	18,738,200	F. & A.	Aug. '81						
Boston and Lowell.....	500	3,250,000	J. & J.	Jan. '81	Middlesex Central.....	100	2,138 shs	F. & A.	Aug. '80						
Boston and Maine.....	100	9,221,274	M. & N.	Nov. '80	Mill Creek & Minehill.....	50	332,375	J. & J.	July '80						
Boston and Providence.....	100	4,000,000	M. & N.	Nov. '80	M. Hill & Schuyll. Hav.....	50	3,856,450	J. & J.	July '80						
Attleborough Branch.....	100	131,700	J. & J.	July '80	Missouri Pacific.....	100	12,416,000	quarterly	Jan. '81						
Bost. Revere B. & Lynn.....	100	350,000	J. & J.	Jan. '81	Mobile & Montgomery.....	100	2,794,800	F. & A.	Feb. '80						
Buffalo, N. Y. and Erie.....	100	940,000	J. & D.	Dec. '80	Morris and Essex.....	50	16,000,000	J. & J.	Jan. '81						
Burl. & Mo. Riv. in Neb. 100	8,837,900	quarterly	Feb. '80	Mt. Carbon & Pt. Carbon.....	50	282,350	J. & J.	July '80							
Camden and Atlantic.....	50	277,400	quarterly	Apr. '80	Nashua and Lowell.....	100	800,000	M. & N.	Nov. '80						
" pref.....	50	628,511	J. & J.	July '80	Nashua and Rochester.....	100	1,908,800	A. & O.	Oct. '80						
Camden & Burl. Co. 100	881,925	J. & J.	July '80	Nashville and Decatur.....	100	1,529,000	J. & D.	Dec. '79							
Carroll & Millville.....	100	447,000	J. & D.	June '80	Nash, Chat. & St. Louis.....	25	6,675,256	A. & O.	Apr. '81						
Catawba.....	50	1,150,000	Oct. '80	Oct. '80	Naugatuck.....	100	2,000,000	J. & J.	July '80						
" pref.....	50	2,300,000	M. & N.	Nov. '80	Norfolk and New York.....	100	1,500,000	quarterly	July '80						
" 2d pref.....	50	1,000,000	M. & N.	Nov. '80	N. Y. Con. & Hudson R.....	100	89,428,330	quarterly	Jan. '81						
Cayuga and Susq.....	50	689,110	J. & J.	Jan. '80	New York and Harlem.....	100	8,500,000	J. & J.	Jan. '81						
Oedar Rapids & Mo. R. 100	6,850,400	F.M.A.N.	Nov. '80	" pref.....	100	1,500,000	J. & J.	Jan. '81							
" pref.....	50	760,000	F. & A.	Aug. '80	" City Line.....	100	2,000,000	annually	Apr. '80						
Central of Georgia.....	100	7,600,000	J. & D.	June '80	New York & Long Br. 100	2,000,000	quarterly	Oct. '79							
Central of New Jersey.....	100	15,543,200	quarterly	Apr. '79	New York Elevated.....	100	6,500,000	quarterly	Oct. '80						
Central Ohio.....	50	2,425,000	J. & J.	July '80	N. Y., Lake Erie & West. 100	77,107,700	quarterly	Oct. '80							
" pref.....	50	400,000	J. & J.	July '80	" pref.....	100	8,148,700	J. & J.	July '80						
Central Pacific.....	100	54,275,500	F. & A.	Aug. '80	N. Y., N. H. & Hartf. 100	15,500,000	quarterly	Nov. '80							
Chemung.....	100	380,000	J. & J.	July '80	N. Y. Provid. & Boston. 100	3,000,000	quarterly	Nov. '80							
Cheshire, preferred.....	100	2,165,300	M. & S.	Sept. '80	N. Y. Bridge & Canad. 100	1,000,000	J. & J.	July '80							
Chicago and Alton.....	100	10,065,400	M. & S.	Sept. '80	North Carolina.....	4,000,000	M. & S.	Mar. '80							
" pref.....	100	2,425,400	M. & S.	Sept. '80	N. Eastern (S. C.) pref. 100	90,000	M. & N.	Nov. '77							
Chicago, Burl. & Quincy.....	100	31,004,166	M. & S.	Dec. '80	North Pennsylvania.....	40	6,827,180	quarterly	Nov. '80						
Chi. Cin. Dub. & Minn. 100	6,165,000	A. & O.	Apr. '79	Northern Central.....	40	8,424,000	A. & O.	Jan. '81							
Chicago, Iowa & Neb. 100	2,916,200	J. & J.	Jan. '81	Northern N. Hampsh. 100	8,068,400	J. & D.	Dec. '80								
Chi. Mil. and St. Paul. 100	15,040,261	A. & O.	Oct. '80	Northern New Jersey.....	1,000,000	J. & J.	July '72								
" pref.....	100	12,279,483	A. & O.	Oct. '80	Norwich & Worcester.....	2,004,400	J. & J.	July '80							
Chicago & N. Western.....	100	14,988,467	J. & D.	Dec. '80	Ogdensb. & L. Champl. 100	5,077,000	J. & J.	July '80							
" pref.....	100	21,255,358	quarterly	Feb. '81	" pref.....	100	2,000,000	A. & O.	Apr. '78						
Chicago, R. I. & Pacific.....	100	20,000,000	quarterly	Feb. '81	Ohio and Mississippi.....	100	20,000,000	quarterly	Mar. '75						
Cin. Ham. & Dayton.....	100	3,500,000	A. & O.	Oct. '80	" pref.....	100	4,080,000	J. & D.	Mar. '75						
Cin. Sand. & Cleve. pref. 50	4,499,037	M. & N.	Nov. '80	Old Colony.....	100	7,133,900	J. & J.	Jan. '81							
Clev. Col. Cin. & Ind. 100	14,991,500	F. & A.	Feb. '80	Oregon Railway & Nav. 100	4,435,000	quarterly	Nov. '80								
Cleveland & Mahoning.....	50	2,067,569	M. & N.	Nov. '79	Oswego and Syracuse.....	100	492,400	F. & A.	Aug. '80						
Cleveland & Pittsburg.....	50	11,236,150	quarterly	Dec. '80	Panama.....	100	7,000,000	quarterly	Nov. '80						
Columbus and Xenia.....	50	1,786,200	M. & S.	Dec. '80	Paterson and Hudson.....	100	632,000	J. & J.	July '80						
Columbus & Hocking Val. 100	2,500,000	F. & A.	Aug. '80	Paterson and Newark.....	100	250,000	J. & J.	July '80							
Cum gratia.....	100	1,500,000	M. & N.	Nov. '80	Paterson and Ramapo.....	100	248,000	J. & J.	July '80						
Danbury & P. & F. 100	350,000	J. & D.	June '80	Pemb. & Hightstown.....	50	342,150	M. & N.	Nov. '80							
Dan. & Passumpsic Riv. 100	2,175,700	F. & A.	Aug. '80	Pennsylvania.....	68,870,200	M. & N.	Nov. '80								
C. W. & Vermont Riv......	2,100,000	J. & J.	Jan. '81	Peoria & Bureau Val. 100	1,200,000	F. & A.	Aug. '80								
Cu. W. & Vermont Riv. 100	1,292,950	J. & J.	Oct. '80	Philadelphia and Erie.....	6,004,300	J. & J.	Jan. '75								
" 1st pref.....	50	241,900	A. & O.	Oct. '80	" pref.....	100	2,400,000	J. & J.	Jan. '75						
" 2d pref.....	50	245,000	A. & O.	Oct. '80	Phil. Ger. & Norristown 100	1,626,250	M. & S.	Dec. '80							
Danbury and Newark.....	50	600,000	quarterly	Jan. '81	Philadelphia & Reading.....	32,726,375	quarterly	Jan. '76							
Danbury & Michigan.....	50	3,401,528	A. & O.	Oct. '80	" pref.....	100	1,551,800	quarterly	Jan. '76						
" pref.....	50	1,211,250	quarterly	July '80	Phila. and Trenton.....	100	1,259,100	quarterly	Oct. '80						
Delaware.....	50	1,230,950	J. & J.	July '80	Phila. Wil. & Balt.....	100	11,572,760	J. & J.	Jan. '81						
Del. & Bound Brook.....	100	1,584,400	quarterly	Nov. '80	Pittsb. Ft. W. & Ohl. 100	19,714,285	quarterly	Oct. '80							
Del. Lackaw. & Westn. 50	26,200,000	quarterly	Oct. '80	" Special Imp. 100	5,504,300	quarterly	Oct. '80								
Del. Lackaw. & Nor. 100	1,874,000	F. & A.	Aug. '80	Pittsfield & N. Adams.....	460,000	J. & J.	Jan. '80								
Detroit, Lans. &.....	100	2,603,800	F. & A.	Aug. '80	Portl. Saco & Portland.....	1,500,000	J. & J.	July '80							
" pref.....	100	5,000,000	A. & O.	Oct. '80	Profile and Franconia.....	100	100,000	Annual	Nov. '80						
Dubuque & Sioux City.....	50	1,309,200	J. & J.	July '80	Providence & Worcester.....	2,000,000	J. & J.	July '80							
Du. Penn. & Va. 100	392,950	J. & J.	July '80	Republican Valley.....	853,000	quarterly	July '80								
East Tenn. Va. & Ga. 100	1,988,274	J. & J.	July '80	Rensselaer & Saratoga 100	6,000,000	J. & J.	July '80								
East Tennessee.....	4,997,000	J. & J.	July '80	Rhode Island & Mass. 100	176,575	J. & J.	Nov. '79								
Eastern (Mass.).....	492,500	J. & D.	Dec. '80	Richmond & Petersb. 100	1,008,900	J. & J.	Jan. '81								
Eastern (N. H.).....	3,000,000	—	—	Roch. & Genesee Val. 110	555,200	J. & J.	Jan. '79								
El River.....	600,000	Sept. '80	Sept. '80	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '75								
Elmira & Williamsport.....	50	500,000	M. & N.	May '80	Rutland preferred.....	100	4,168,700	F. & A.	Feb. '75						
Elmira & Williamsport.....	50	500,000	J. & J.	Sept. '80	St. L. Alb. & T. Haute. 100	2,300,000	—	—							
" pref.....	50	1,000,200	quarterly	Jan. '81	" pref.....	100	2,464,400	F. & A.	Feb. '78						
Erie and Pittsburg.....	50	4,500,000	J. and J.	Jan. '81	St. L. I. Mt. & South'n. 100	14,248,950	F. & A.	Feb. '78							
Flintburg.....	50	600,000	—	—	St. Paul and Sioux City. 100	4,000,000	—	—							
Frankfort and Kokomo.....	100	4,300,000	J. and J.	Jan. '81	" pref.....	100	4,000,000	—	—						
Georgia.....	5,183,074	—	—	—	Salem and Lowell.....	2,438,500	M. & S.	Sep. '75							
Hannibal & St. Jo. pref. 100	1,182,500	J. & J.	July '80	Schoharie Valley.....	50	876,050	J. & J.	July '80							
Harrisburg & Lancaster.....	100	1,180,000	quarterly	Oct. '80	Seaboard and Roanoke.....	1,151,400	M. & N.	Nov. '80							
Harrisburg & Lancaster.....	100	1,180,000	quarterly	Oct. '80	Shamokin V. & Potomac 50	869,450	F. & A.	Aug. '80							
Harrisburg & Lancaster.....	100	1,180,000	quarterly	Oct. '80	Shore Line.....	966,800	J. & J.	July '80							
Harrisburg & Lancaster.....	100	1,180,000	quarterly	Oct. '80	Sioux C. & Pacific pref. 100	169,000	A. & O.	Oct. '80							
Harrisburg & Lancaster.....	100	1,180,000	quarterly	Oct. '80	South Branch (N. J.).....	438,300	J. & J.	July '79							
Harrisburg & Lancaster.....	100	1,180,000	quarterly	Oct. '80	South Western (Ga.).....	2,892,500	J. & D.	June '79							
Harrisburg & Lancaster.....	100	1,180,000	quarterly	Oct. '80	Stockbridge and Pitts. 136	447,700	J. & J.	July '79							
Harrisburg & Lancaster.....	100	1,180,000	quarterly	Oct. '80	Summit Branch.....	50	4,125,000	F. & A.	Feb. '78						
Harrisburg & Lancaster.....	100	1,180,000	quarterly	Oct. '80	Syr. Bingham. & N. Y. 100										



OFFICE OF THE CENTRAL PACIFIC RAILROAD CO.,  
No. 9 NASSAU-ST., NEW YORK, Dec. 23, 1880.

THE COUPONS OF THE FIRST MORTGAGE bonds of the CENTRAL PACIFIC RAILROAD COMPANY, the WESTERN PACIFIC RAILROAD COMPANY and the CALIFORNIA AND OREGON RAILWAY COMPANY, due January 1, 1881, will be paid at the office of FISK & HATCH, No. 5 Nassau-st.

Holders presenting ten or more coupons will leave them for examination, in which case a receipt will be given and payment made on the following day.

C. P. HUNTINGTON, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,  
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,  
NEW YORK, Dec. 21, 1880.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of FOUR PER CENT upon its capital stock, payable on the FIRST day of FEBRUARY next at this office.

The Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 30th inst., and will be reopened on the morning of Saturday, the 5th day of February next.

E. D. WORCESTER, Treasurer.

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## Commerce of New York.

The foreign imports at New York for the month of November, 1880, are officially stated as follows:

	1879.	1880.
Entered for consump'n.	\$14,219,064	\$12,684,476
Do. for warehousing....	5,782,839	5,965,112
Free goods.....	12,550,682	11,968,098
Specie and bullion....	18,941,262	9,248,677

Total entered at port..	\$51,493,797	\$39,866,358
Withdrawn fr. wareh'use	5,311,972	8,368,898

The foreign imports at New York for eleven months from January 1, were:

	1879.	1880.
Entered for consump'n.	\$147,720,887	\$210,528,514
Do. for warehousing..	68,986,877	106,178,308
Free goods.....	99,352,672	116,386,458
Specie and bullion....	77,444,790	59,007,649

Total entered at port..	\$378,505,226	\$492,100,929
Withdrawn fr. wareh'se	62,739,630	85,838,430

The duties received at New York for the ten months ending with November, were:

	1879.	1880.
January.....	\$7,655,552 67	\$11,960,677 78
February.....	8,229,362 06	12,254,602 24
March.....	9,320,695 08	14,469,567 65
April.....	8,184,797 88	11,901,071 43
May.....	7,577,233 93	9,752,773 54
June.....	7,198,779 44	10,699,810 52
July.....	9,329,895 17	13,360,394 37
August.....	10,562,138 82	14,492,361 87
September.....	11,790,902 26	12,856,636 10
October.....	10,952,554 48	10,574,833 53
November.....	8,160,050 08	9,009,082 36

Total.....\$90,272,462 47 \$131,401,331 39

The exports from New York to foreign ports in the month of November, were:

	1879.	1880.
Domestic produce.....	\$29,478,814	\$33,618,018
Foreign free goods.....	92,118	267,066
Do. dutiable.....	512,834	687,404
Specie and bullion.....	667,909	682,491

Total exports.....	\$30,751,674	\$35,254,979
Do. exclusive of specie..	30,083,766	34,572,488

The exports from New York to foreign ports for eleven months from January 1, were:

	1879.	1880.
Domestic produce.....	\$316,344,985	\$373,335,431
Foreign free goods...	1,807,454	2,580,607
Do. dutiable.....	4,216,563	4,892,500
Specie and bullion....	13,184,240	7,702,310

Total exports.....	\$336,553,242	\$388,510,848
Do. exclusive of specie	322,369,002	380,808,538

According to the recent report of the Railroad Commissioners of South Carolina, there are seventeen railroads in operation in the State, with a total length, exclusive of sidings, of 1,407½ miles. The total expense of running these roads for 1880 was \$3,585,766; the total income was \$4,943,074; net earnings, \$1,357,307. Last year the total expense was \$3,098,346; gross income, \$4,008,802; net earnings, \$910,456. Thus showing not only an increase of business amounting to nearly 25 per cent, but an increase of profit of nearly 50 per cent.

The long-contested suit of Westinghouse against Eames, for alleged infringements of air brake patents, involving the Eames Vacuum Brake Company, of Watertown, N. Y., has been abandoned, Westinghouse withdrawing the action and paying the costs. This suit has been one in which the railway companies were greatly interested, and it means an end of a great air brake monopoly.

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**The Coal Trade.**

The leading coal carrying companies make the following reports of their tonnage for the week ending December 11, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1880.	1879.
Reading Railroad ...	135,074	220,243	366,542
Schuylkill Canal....	.....	.....	35,846
Lehigh Valley .....	103,803	172,995	207,129
Del., Lack. & Western.	83,587	3,367,681	3,664,939
Shamokin Valley ....	16,891	877,369	868,648
Central New Jersey..	69,756	3,604,851	3,904,454
United New R. R. of			
Jersey .....	34,720	1,111,031	917,698
Pennsylvania Coal ..	21,942	1,076,235	1,342,816
Delaware and Hudson	74,054	2,909,325	3,253,502
Huntingdon & Broad			
Top Mt. ....	3,755	397,980	295,422
Penn. and New York.	24,883	40,311	37,323
Clearfield, Pa. ....	39,377	1,637,872	1,535,772

The Schuylkill Canal is closed for the season. The total tonnage of anthracite coal from all the regions for the week ending December 11, as reported by the several carrying companies, amounted to 555,595 tons, against 633,224 tons in the corresponding week last year, a decrease of 77,629 tons. The total amount of anthracite mined for the year is 22,584,933 tons, against 25,803,229 tons for the same period last year, a decrease of 2,715,293 tons. The quantity of bituminous coal sent to market for the week amounted to 73,120 tons, against 112,008 tons in corresponding week last year, a decrease of 38,888 tons. The total amount of bituminous mined for the year is 4,170,186 tons against 3,605,880 tons for the corresponding period last year, an increase of 664,308 tons. The total tonnage all kinds of coal for the week is 628,715 tons, against 745,232 tons in corresponding week last year, a decrease of 116,517 tons, and the total tonnage for the coal year is 26,755,121 tons against 28,806,109 tons to same date last year, a decrease of 2,050,988 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the fourth week of November was 144,482 tons, of which 111,751 tons were coal and 32,731 tons coke. The total tonnage for the year thus far has been 6,562,939 tons of which 4,945,863 tons were coal and 1,617,076 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Dec. 11 were 25,932 tons, and for the year 1,991,019 tons—an increase of 397,004 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 24,081 tons, year, 1,185,487 tons; increase over 1879, 232,034 tons. Chesapeake and Ohio Canal—week, 1,599 tons; year 601,416 tons; increase over 1879, 107,262 tons. Pennsylvania Railroad—week 251 tons; year, 204,116 tons; increase over 1879, 57,708 tons. The Chesapeake and Ohio canal has been closed for the season. The Reading Railroad for the week ending December 18, carried 101,000 tons of coal, of which 10,200 tons were sent to Elizabeth port and 16,000 tons shipped from there, and 9,500 tons sent to Port Richmond and 14,500 tons shipped from there.—Phil. Ledger, Dec. 20.

The Salamanca, Bradford and Allegheny River Railroad Company, was incorporated on the 11th inst. The length of the road will be twenty-five miles; capital, \$850,000. The line will connect Salamanca, Cattaraugus County, N. Y., with a point on the New York and Pennsylvania State Line.

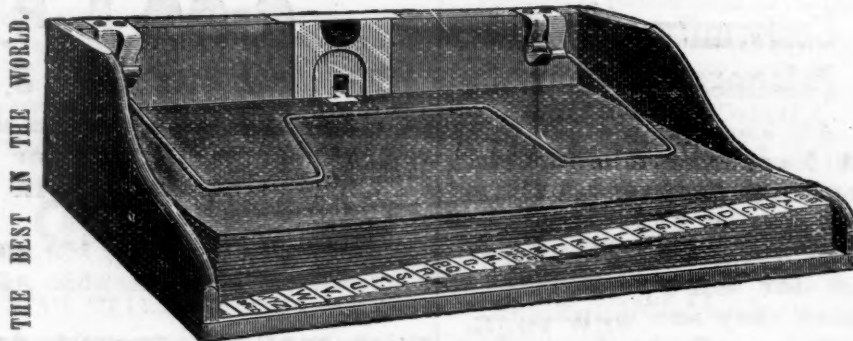
The Sanilac (Mich.) Reporter says that iron laying on the Marlette branch of the Port Huron and Northwestern Railway is being vigorously prosecuted, and should the weather be favorable, trains will run into Marlette before the New Year.

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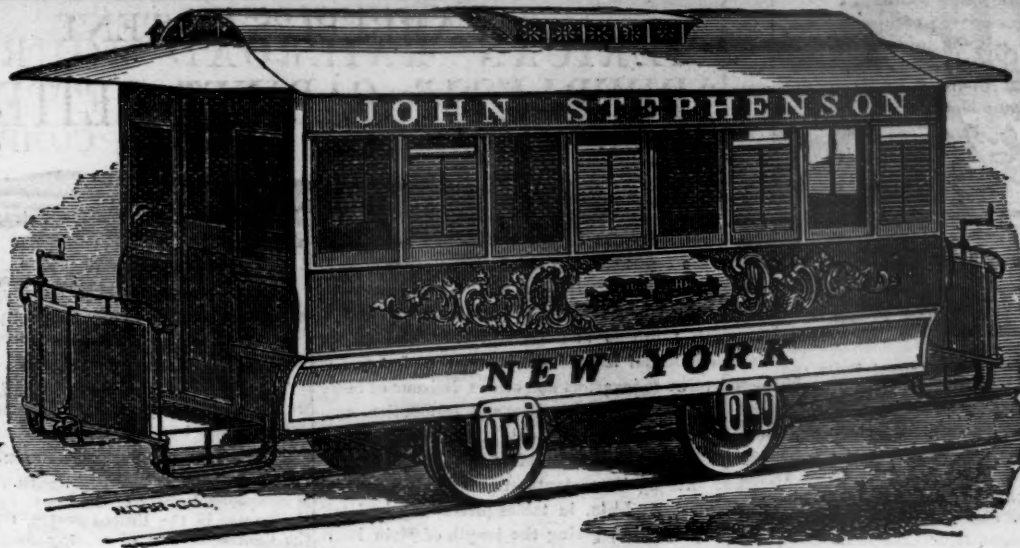
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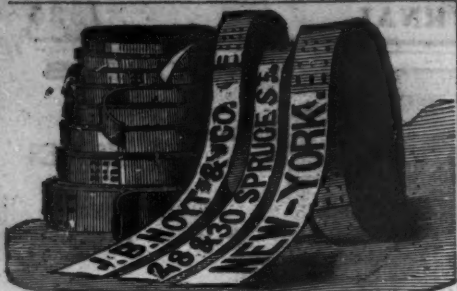
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